

23 DECEMBER 1955

# *The Autocar*

FOUNDED 1895

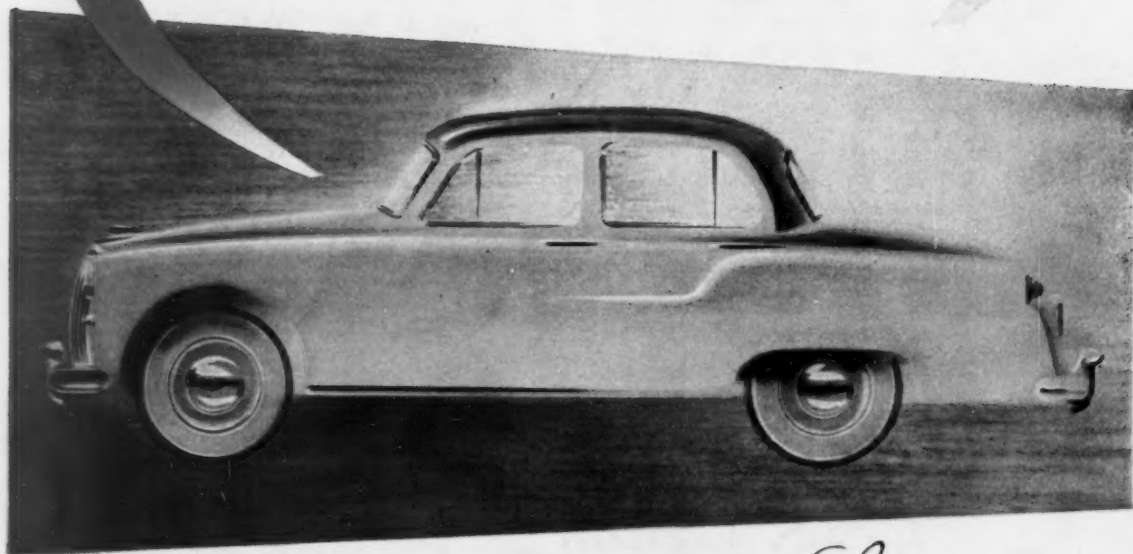
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REG'D TRADE MARK

### TWO PEDAL MOTORING



As fitted to the NEW Armstrong Siddeley

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The Manumatic is a revolutionary Transmission System operating in conjunction with a normal synchromesh gearbox. The Manumatic clutch gives a smooth start from rest using only the accelerator pedal, and perfect gear changes are made simply by moving the gear lever, while the Manumatic Control Unit takes care of the engine speed and clutch operation.

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*Manufacturers of Lockheed Brakes and Borg & Beck Clutches.*



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gives these great advantages...*



Prevents rust and corrosion.  
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NOVASEAL cannot flake or chip.



NOVASEAL is non-inflammable.



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NOVASEAL will make it run quieter,  
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**'See how they fit'**

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Rebuilt by HML in their own finely equipped workshops to as-new standards in every single respect.



This is just one item in the fine range of HML Rebuilt Components. Others, all available on an Exchange basis, are as follows:

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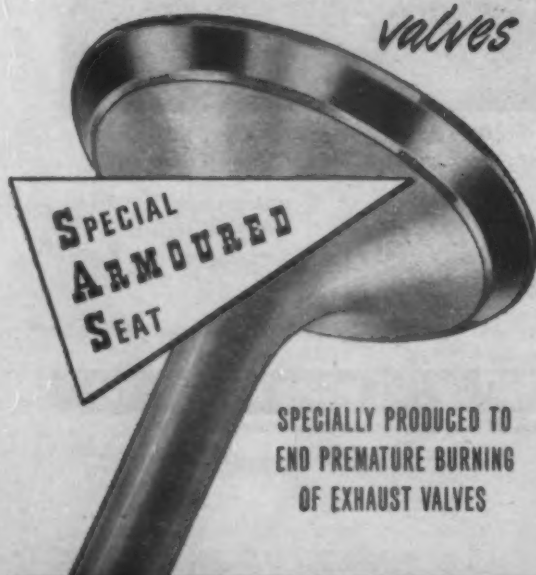
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Springs..

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22'6

"Drevo" Spring Protectors are a permanently pliable wrapping of specially impregnated material. They provide moisture-proof protection and prevent mud, rust or grit from lodging on the leaves of the springs. "Drevo" maintains constant lubrication. Obtainable from your local garage, Halford's branches or direct. Fitted as standard by Austin and A.C.

**STANDARD PACK** for cars up to 10 h.p., 22'6 Complete.

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★ Ensures greatly improved buoyancy and riding comfort.

★ Provides trouble-free suspension.

★ Maintains a rust-free springing system.

★ Eliminates squeaking springs.

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FROM LESS PETROL**

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**ZENITH  
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The blending of Scientifically Tested Additives to 'Premium' Oil ensures Greatly increased Film strength and protection against Corrosion of Carbon deposit and oxidation. Grades and carriage as above.

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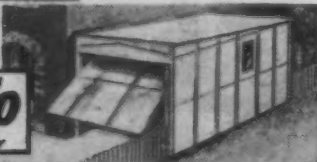
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I had the "Gefarator" fitted to my car last week, it is a Morris Oxford Series II, it was fitted by the Mansion House Garage, Whitchurch, Shropshire. I am delighted with it. The foreman put it in for me and he was very interested. After the installation he took out the front plug and put a very dirty oily plug in its place; he told me to run the engine for a day and he would have a check on the condition of the plug; this he did, he compared it with the other plugs which were in good condition and this plug was exactly the same as the rest, he said he was amazed how it had cleaned the dirty plug he had put in, and the car went perfectly.

The performance of the car in top is very much better, also the slow running. The foreman and his two mechanics tested the car and said that it ran splendidly, so I am sure it is doing as to what you say it would do, and I am sure it will do many more thousands of miles before I have the head off. I have just done over 2,000 miles. I will let you know more later on. Up to now I am delighted with your "Gefarator."

You may pass this letter on to anyone interested and if they would care to 'phone or write to me, I would gladly explain all I know.

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Pure & Hot  
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Prevention  
is worth a  
Pound of Cure

Write for fully  
descriptive literature.



# A leap in the dark!



**T**IS THE ROUNDHEADS, Sir Percy. Haste thee, Milord — jump for it!

"But 'tis dark outside," said Sir Percy plaintively — off the battlefield he was a man of cautious disposition — "'tis wondering where to jump I am?"

"'Tis no time to ponder" retorted the Squire, "Haste!"

"Very well then, I suppose thou knowest best." Sir Percy grasped his sword, swung his cloak, and leapt into a world of darkness; he was pleasantly surprised to land on something soft and yielding. "Gad!" he beamed, "the age of miracles is not yet past." From beneath him, oddly muffled, the Squire's voice choked; "'Twould be uncommon kind of milord to remove his scabbard from the small of my back."

"Faith!" cried the cavalier — "here is a waggish situation indeed. Meseems I made a splendid landing on thy broad and faithful back. And where didst thou come to earth, old friend?"

The Squire squirmed uneasily. "Verily I could not swear to it, but if I mistake me not, we are in the cattleyard." His movements were accompanied by an odd squelching sound. "Verily thou wert unfortunate,"

said Sir Percy with soldierly sympathy — "perhaps that will teach thee the folly of a spring in the dark. And speaking of springs" — he spake with a knowledge surprising in one of that period — "Didst know that the most inferior springs may look exactly like a genuine high precision job, guaranteed for years of high performance? What! not interested in springs? Ah, well, perhaps a tub would suit thee better." He ambled off into the darkness...

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These grease nipples automatically prevent any dirt entering bearings and always give 100 per cent effective lubrication. It will pay you to always use NUBREX Tite-Seal nipples.

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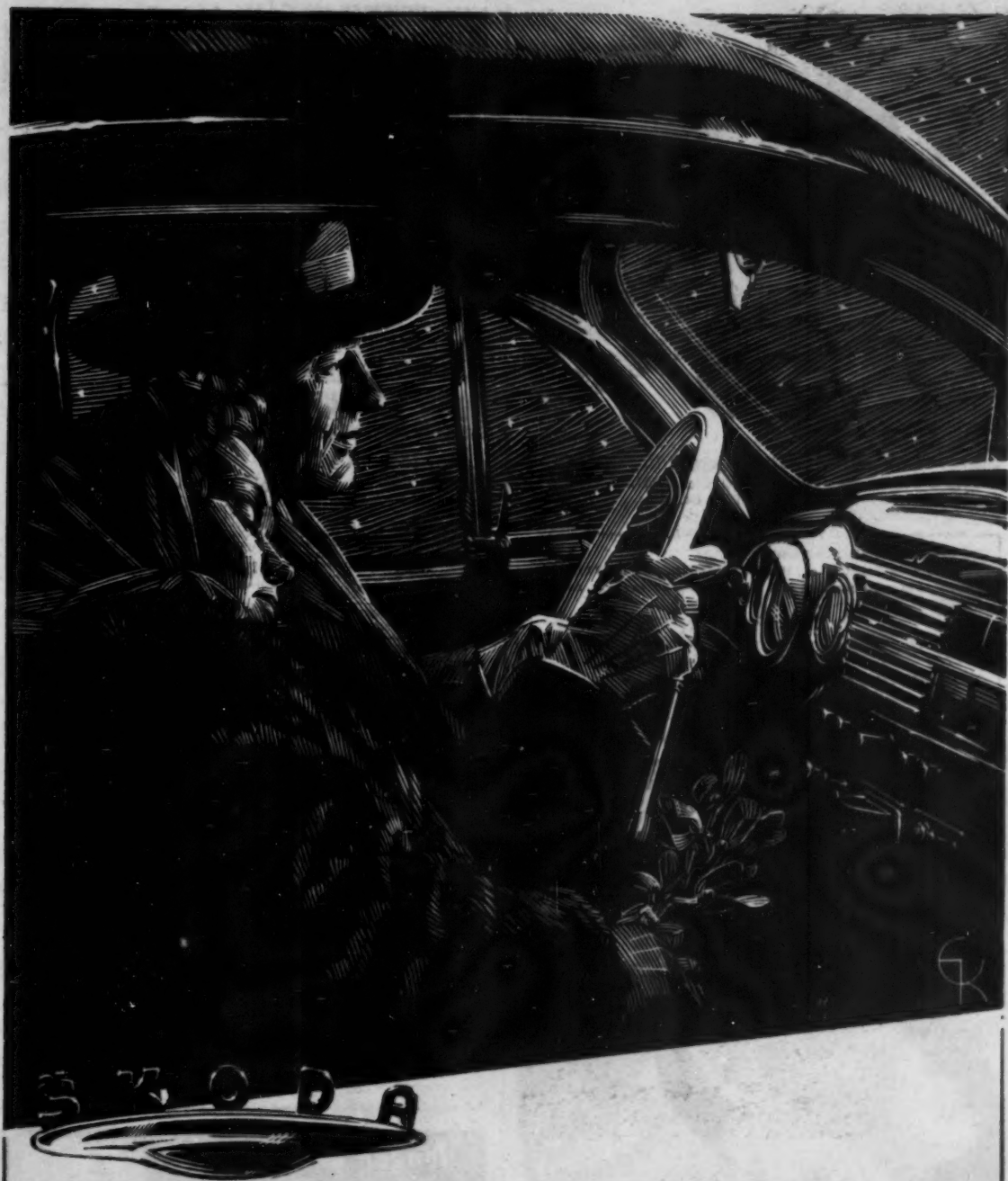
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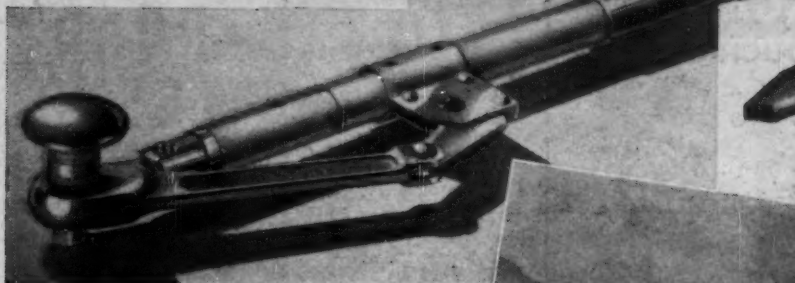
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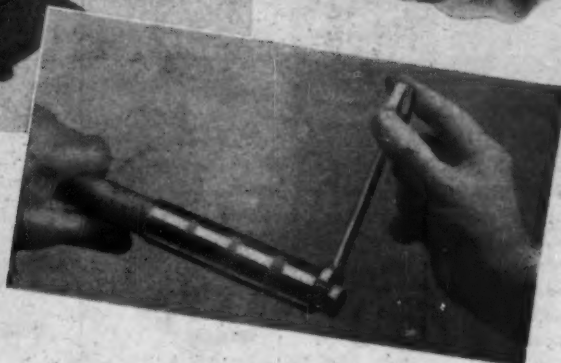


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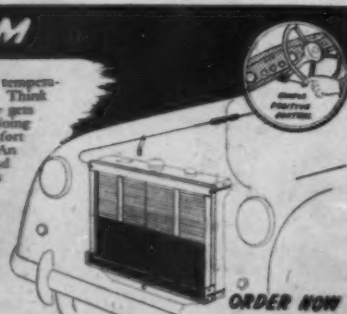
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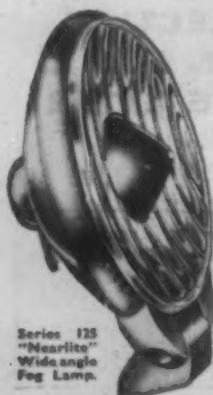
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Friday,  
23 December  
1955

# **Autocar**

FOUNDED 1895

Vol. 103

No. 3134

\*\*\*\*\* A HAPPY CHRISTMAS! \*\*\*\*\*

## **Here's a Hand . . .**

**H**OW does one prevent Christmas greetings from sounding trite? Perhaps the best way is to voice the simple wish that the season may be happy for our readers, which we do in traditional style elsewhere on this page. Such a moment is also fitting in which to hope that their motoring will continue to be safe and enjoyable.

December 25 marks the end of a distinct period in the year. The worst of the fogs should, by now, be over and done with—at least we fervently hope so, for fog is the greatest motoring bugbear. Ice and snow we may expect afterwards a-plenty, but rarely do these keep the experienced motorist in nowadays, and winter in the south, anyway, is not so Siberian that the roads are blocked for many days in the year. Winter motoring is often a joy, enabling one to see the patterned bareness of the countryside from the heated interior of a travelling armchair, and without any fear of envy for the walker toiling with knapsack and shorts (and blue knees) across the arctic hills. Once Christmas is over, too, next summer is on the not-too-distant horizon, so that there are spring tours to talk about, and holidays to plan. The days brighten and for the photographic hobbyists the light gets better.

Perhaps cars are too big to hang on Christmas trees, but at least they can carry their owners round to keep in touch with trusty friends and to see their decorations. And, come to think of it, this is surely a very valuable part for the car to play at Christmas—that of the ever-willing servant of the family.

## **Two-way Trouble**

**I**T is becoming increasingly apparent that local authorities are losing sight of a conflict of aims in road planning that should be a constant concern. As Dr. Smeed, deputy director of road research, has put it, "It is obvious that some road changes in design will assist movement at the expense of safety. Some will promote safety at the expense of ease of movement"—and it is the latter category that impresses itself strongly in these days on the travelled motorist. Anyone who has driven, say, the 80 miles or so from Milan to Turin on the *autostrada*—still one of the greatest of the world's motorways—finds himself appalled on return to the deliberate obstructions erected in British main roads. Traffic lights, roundabouts, dog-legs, pedestrian crossings, and, most of all, bollard-protected islands, are inserted in the path of swift-moving vehicles with an unconcern that is almost crazy, especially in a country notorious for its fogs. The *autostrada*, in common with other great motor roads of the world, has no such obstructions and the limited number of entries and exits are acute-angled, joining or leaving traffic being enabled to carry out the manoeuvre at almost the same speed as vehicles are travelling on the great highway itself. The accident rate on motor roads is extremely low, much lower than on any of the roads of Britain.

The reiteration of this conflict of aims does not stem from a selfish desire to promote speed, although maintained speed is often synonymous with safety. This can certainly apply on main roads. It is one thing to slow traffic by inserting roundabouts in the centre of a highway, but if the slowing takes the form of a three-abreast jam into which fast-travelling followers pile, the reduction of speed is hardly consonant with safety. And if a minor road joins with such a dog-leg as to cause an unwise driver to falter out at right-angles to the main stream, safety has not been promoted if a fast-moving vehicle is unable to stop in time to avoid a collision. Few motorists have not experienced moments of danger in such circumstances. Most objectionable of all is the central island, and the number of felled bollards to be seen after fog is a sufficient criticism of these deadly devices; if a road is wide enough to have central islands it should have a continuous strip.

The progressive slowing of traffic is the retrogressive way of achieving safety; local authorities must be kept aware of this fact. By stopping traffic, accidents would be eliminated overnight, but the reckoning could be the death of a nation.

# SWEEP and LOW

**D**O you, as Vic Oliver used to say, ever wake up and wish you were dead? You do? Well, maybe you are. In just this mood, or perhaps a little more so, I sat down the other morning to study the particulars of the 1956 Biggest and Best from the U.S.A. My eye lighted on what must surely be the publicity phrase of the year. The 1956 Biggest and Best, we are informed, was "designed to convey a feeling of sweeping lowness."

I know just what they mean, especially in relation to that kind of automobile. It is raining. The traffic is thick. And it is dark, also. Your nippy little two-and-a-half-seater would have got you Away From it All in 37.5 minutes door to door. But half an hour ago an ever-so-ladylike voice said over the telephone, "A gentlemen hez colled with ay Biggest an' Best fah yew," and here you are—stuck with it.

You descend the steps and absentmindedly go to walk round the block before you realize that the block, all ten square miles of it, is, in fact, your mount for the evening ("Gotta have it back in the mornin', Sir. Wanted for the Prince of Ajibuddudu. He's callin' round."). That is the moment when you get the feeling of sweeping lowness, and not all the Turbo-Problematic transmissions, nor even the star-spangled upholstery, can hoist you out of it.

American publicity literature is, none the less, one of this modern age's great achievements. First, it must have what is known as the personal touch. Of late years a belief has grown up that the gregariousness of the human species means that we are always pleased to be with one another, and to feel that everything stems from a person as opposed to a fact. The truth is, of course, that human nature flocks together only in order to provide an opportunity for fleeing. If you are a big business bandit you have to have someone around to practise your banditry on.

Anyway, the 1956 B and B was not just this and that. The Vice-President of the A to Z Corporation, and General Manager of the B and B Division, said that it was. He said it, mark you, and in the slang of an older American era, he said a mouthful.

"While consistent with B and B's progressive styling continuity, B and B's 1956 models are dramatically new in appearance both inside and out."

I like that. It lacks only one word of the really modern jargon. Nothing is "overall," which might have been held to smack too closely of the shop floor. But otherwise it is perfect in its consistency, continuity and progressiveness. Right down to *inside and out*.

"In case that well-known voice should rasp over"



You can see Publicity Joe reading it over before he sends it through to the tycoon and realizing that he had just run within an ell of losing his TV and refrigerator by confining the drama of the newness of the appearance to the outside. He stares in anticipatory horror at the inter-office loud-speaker in case that well-known voice should rasp over.

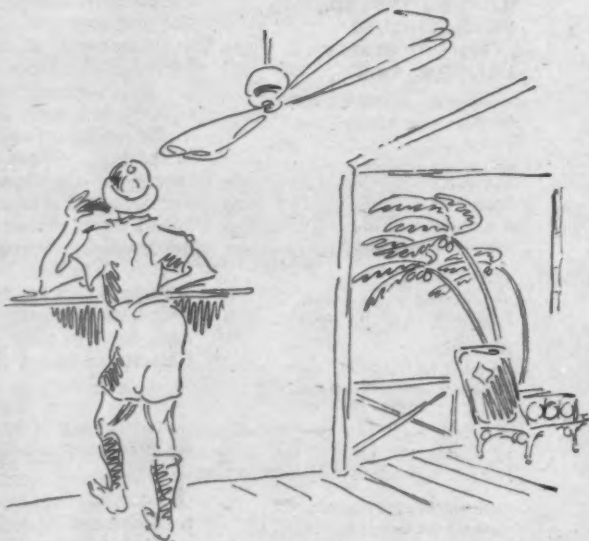
"Hey, Joe. Lissen, you doggone son of a publicity executive. Know what you made me say? Them B and Bs is OK in appearance. Yeh, fine. That's OK. But where is they OK? Everybody sez they is OK on the outside looking in."

"See what I mean? Well, get this, boy. B an' Bs is OK on the inside lookin' out, too. You get me? Both ways they is OK."

Just in time, Joe adds the crucial qualification, and the feeling of sweeping lowness lifts for another sales year.

The V-P of A to Z and the GM of B and B went on to run through a couple of items that were "typical of the

"Is that you, Carruthers? Listen; don't interrupt"



many engineering developments" on the 1956 B and B. Just a new 305 b.h.p. engine and a new transmission. Small stuff, you appreciate. Oh, and a couple of new body styles. End of excess of modesty; publicity man retakes over.

"Front end appearance is marked by a new delicately styled aluminium grille of narrowly spaced cellular design which gains sharp definition from the massive yet gracefully tapered new front bumper guards." All good Wolsey underwear stuff, as cellular as Sing-Sing. Joe gets carried away with the idea. "Matching the cellular texture," he continues, "is a newly patterned cowl-wide intake beneath the windshield."

"Cowl-wide, eh? So they're really going in for big stuff. If a thing's as wide as a cowl it must be pretty wide. Has Noel Coward caught up with this yet? "Is that you, Carruthers? Listen; don't interrupt, there's a good chap. I've got just three minutes. The river's in flood. It's coming down from the Suringian Massif on a front that's as wide as a cowl. Tell them all at home that I..." and there's a gurgle as the mighty cowl-wide flood thunders in over the verandah.

Having got rid of a paragraph of purple, Joe obviously felt that it was time to introduce Performance, which he does in a line and a bit of telling prose.

"Further accenting the new car's road hugging stability is a highly distinctive side panel treatment."

There lies the finishing touch to road-holding. You, in your ignorance, and I, in my arrogance, have always thought

that it might be connected with such things as spring dampers, steering geometry and the length of the wishbones. Not so. It's the side panel treatment that puts the accent on stability. Four holes in the bonnet side, each lending that little *je ne sais quoi* to the suspension; chromium fandangos for motoring tangos; slab sides for a solid feel. Title for learned Paper, to be read before the American Society of Automotive Engineers: *Effect of Chromium Lettering on the Cornering Force of Swing Axle-suspended Vehicles. Subsidiary Influence of Gold-plated V.*

And now Read On . . .

But what is this? Has Joe suddenly sickened of the whole thing and felt a whiff of escapism coming over the air-conditioning plant? He gets started on another of those magnificent paragraphs:

"Block letters above a wider V emblem . . ."

("Listen, honey. This thing is bigger'n both of us. Let's face it; let's get outa here. Somewheres the sun shines. Somewheres the sea is blue an' the pamm trees is swayin'. Somewheres there's peace . . . an' music . . . an' things . . .")

### Wide Open Spaces

The block letters, he writes sadly, "are mounted on the otherwise unbroken expanse of the rear deck lid."

It has a Maugham simplicity, a Conrad vividness. It rained during the night, and you have come down from the cave beyond the sands to plunge into the waters of the lagoon. The midnight wind has dropped with the dawn and until the sun is high enough to turn the cumulus clouds into billows of snow the trade winds will remain asleep beyond the horizon. The ocean is an unbroken expanse of ultramarine, the rear deck is deserted. Last night it was a-thunder with the feet of running sailors as they strove to reef the t'gun'sls before the hurricane tore the canvas from their frozen hands. "Don't let her luff," the bos'n had screamed down to the quartermaster, and the Old Man himself had lent a hand with the great spoked wheel on the after deck.

But now it was all quiet and the unbroken expanse of the rear deck was left with only a block letter or two, a memorial to the grand ship that had battled her way through the break of the reef into the lagoon. Her back had broken in the process, and she would lie there, awash, until the beginning of the end of time.

A sweeping lowness comes over you as you tread softly back over the clean ripple of the tide-washed sands.

The trouble with Joe is that he lets his pen run away with him. Hasn't he learned that you mustn't mix your metaphors, or, more brutally, that railways and cars don't mix? Just listen to this:

"In combining a newly designed more powerful engine

"The bos'n had screamed down to the quartermaster"

with a new controlled coupling  
Problematic  
Transmission, B  
and B engineers  
have attained a  
power train unequalled in performance and efficiency in all speed ranges."

"Power train  
... " (Crack!  
Hi, there!  
Giddap, you  
ole mules . . .)  
Wrong train;  
should have  
changed at  
Crewe. This is  
obviously rail-  
road stuff be-  
cause the speed  
ranges of a mule  
train must be  
narrow. Joe's  
tramping the iron  
road, eh, with the  
whistle wailin'

out dem railroad blues to the shacks on the other side of the tracks, giving the mammies and pappies that feelin' of sweepin' lowness.

I can see them rocking; business tycoon, slab-side engineer. Joe and the jolly jack tars and all, while the words of the old song float out over the unbroken expanse of parked 1956 B and Bs:

Sweep and low,  
Sweep and low,  
Over the Western Sea,  
Blow, blow,  
Breeze and blow,  
No B and B for me . . .

MICHAEL BROWN



"I can see them rocking . . ."





# Newman Again

## SUNSHINE AND MUD IN THE R.A.C. TRIALS CHAMPIONSHIP

**R**HYTHMICALLY blipping his way round the difficult course to the north of Scarborough last Saturday, Geoff Newman won the R.A.C. Championship Trial for the second year in succession. His eighteen opponents—the country's best trials drivers—either had won their places on the entry list by their successes in the year's qualifying events or, as previous Championship winners, had been invited to compete; every one of the 19 cars was powered by an 1,172 c.c. Ford unit—evidence enough of this engine's ability to stand punishment. Though the Championship Trial is an individual struggle between drivers, there is a team element about the event. Entries are divided into two groups—North and South—depending upon which side of a line running east and west through Coventry is their native land. This year there were eight entries from the North and eleven from the South; one, N. Kennedy, carried the banner for Scotland. His passenger, Peter Hughes, who drove in the trial last year, was taken ill and replaced by Ron Kemp at the last moment.

The course, as befits the year's most important trial, was excellent; it was compact and included pretty well every type of trials going. The 12 sections were divided into three groups of four, the groups themselves being separated by not more than three or four miles and the whole course covering not much more than 20 miles. The groups were entirely self-contained, each car climbing the four sections before the competitors, marshals and spectators moved off in convoy to the next group. The result was that it was very easy for spectators to follow the progress of the

whole event and, by the end of the day, an extraordinarily pleasant atmosphere prevailed, spectators soon getting to know each other. The weather could not have worked out better; two days of more-or-less continuous rain had ensured that the sections were, almost without exception, very difficult indeed, yet Saturday was a fine, sunny day.

At 10.30 a.m. the convoy of brightly coloured trials specials, official cars and spectators set out from Scarborough for the first group—the convoy element being necessary because the route, for obvious reasons, had been kept secret. Marked out on Army-occupied moorland, the first group of hills scrambled their precipitous way up the side of a valley, crossing stream-beds, peat-bags and similar natural obstacles; everywhere it was muddy, and in many places the ground was so waterlogged that, unable to soak in, the water lay in great puddles on the mossy surface.

Broadhead's J.C.B. led the way up Section 1. Building up speed on the grassy hillside, he reached the point where a sharp right turn led across a deep gully. Too much momentum took him on to hit a water pipe which lay at right-angles to his course. In fact, a sharp left-hand turn at this point should have taken him parallel to the pipe and up the second stage of the climb. Tony Marsh, in a very standard Dellow (with supercharger)—hardly suitable equipment for such an essentially sporting course—crossed the gully in fine style and turned successfully on to stage 2, though wheelspin soon brought him to rest. It was a magnificent effort, and only two cars were able to beat him; one of these was Newman's Cannon VII. This

car, throughout the trial, was a constant source of surprise; on hills where the whole entry was scrambling to a halt somewhere round the half-way mark, the Cannon would come blipping up, engine revs rising and falling with clockwork regularity, and climb easily over the top. Its voice, which was quite distinct from that of any other car, soon became a feature of the trial.

The second of these sections started on a very steep slope, levelled slightly at a right-hand curve and quickly degenerated into a near-vertical hump and a succession of ditches and stream beds—all in quick succession on the steep gradient. The hump had an awkward groove which forced the cars over to the left and lost them their hard-won momentum; nobody succeeded in surmounting this, though Lawson's M. and L., and Mike Cannon's Cannon 14 (having discarded the swing-axle rear suspension), very nearly did so; the blue-and-white Cannon VII, in a way that became almost monotonous, once more blipped its way to the highest point reached. The Scottish entry, Kennedy's Harfeach, which was fitted with a standard Ford rear axle ingeniously converted to a swing-axle, did well on this section, reaching one of the highest points.

### Momentum Does It

Next came the customary very steep straight approach which was characteristic of this group, but which was followed this time by so steep a rise that there was no question of driving up it; it was only the momentum built up on the lower part that carried the cars up it at all. As was the case with all the groups, the odd numbers tackled one hill while the evens were busying themselves elsewhere; here, in fact, the evens had first go. Several cars built up sufficient speed to carry their rear wheels on to the rise, while the fronts teetered in the air. Mike Cannon led the way and climbed well into the steep bit; then came Lawson, a couple of inches higher, but the invincible Newman blipped up well beyond Lawson's mark. In the short pause between the last of the even numbers and the first of the odds, a small stream began mysteriously to seep down the section so that, by the time the odds came along, it was considerably wetter. The result was that the highest point reached by an odd-numbered car was little higher than the lowest achieved by an even number. The last of the group showed up the excellent climbing power of Marsh's Dellow once more—until Faulkner came along and surpassed him.

The character of the second group was entirely different, the hills climbing up a tree-dotted hillside from a very, very muddy farmyard. In this group Newman stood out as a very likely winner, climbing easily to the summit of two sections which had stopped the whole field by the half-way mark. Trees added considerably to the hazards on three of the sections—a trials car, at maximum revs in first, on an extremely slippery surface, and slewing from side to side, could hardly be less suited to a sort of rally, inter-pylon wiggle.



P. Borden's P.A.B., which finished second in the Championship, comes to rest between the tree stumps on the last of the second group of sections

Winning style: G. J. Newman (Cannon VII), showing obvious signs of the muddiness of the course, climbs the first of the third group of sections. Originally of deep cloying earth, the nature of this section was changed by a stream which turned the earth into a mud bath



However, though a few did hit the trees, no lasting damage was suffered. The last section of the group ran up a hillside which was deeply coated with heavy, damp and extremely cloying earth. Half-way up were two tree stumps, the course being rutted in such a way that the cars were thrown over towards the right-hand stump, requiring full left lock to get them through—with the consequent loss in momentum. Lawson took the only original line through the stumps, keeping well over to the left on the approach and using right lock to get through. Newman, who followed him, kept—or was kept—to the right, and failed to equal Lawson's marker tab, which remained to indicate the highest point achieved. After this the muddy cars foregathered at the foot of the hill while their owners had lunch.

Finally the last group, which was as different in character from the second as the second had been from the first. Basically, a large, steep field formed the arena, the hills climbing up or adward the field—or running up a cart track which was covered with earth of the most binding and clinging sort. This section was altered in character by Tony Marsh who unintentionally diverted a stream so that, instead of crossing the track, it ran down

it, turning the earth into a glorious mud bath. Reg Phillips came charging up, face and spectacles covered in mud and grinning happily, to reach a left-handed (and much steeper) bend which stopped the whole of the entry. The cheerful enthusiasm with which Reg and Mrs. Phillips approach the trials game is always appreciated, and they were deservedly applauded. B. H. Dees, too, was good, splashing up to one of the highest points reached.

The second of this group of sections was found (by J. S. Jenkins) to be too easy; Dean Delamont of the R.A.C. Competitions Department made a quick alteration, routing the cars from the lane that had been the section, off to the right up a steep bank into the field. Jenkins, as guinea-pig, sampled it and found it impossible—so it was included. At one stage it looked as though Lawson would be best; Reg Phillips, however, decided on a course which was less cut up, but which terminated in an immense tree trunk which was lying on the ground. By keeping going until his slow progress was forcibly terminated by the tree, he made the highest climb—grinning, as ever, at the spectators whose perch he had shaken. Looking by far the simplest, one section

of this group led straight up the hill side. For some time Tony Marsh's Dellow set the standard, but Lawson, skimming the markers in his efforts to find unbroken ground, sailed up well beyond the Dellow's marker. Newman, who by now appeared to have the Championship safely in hand, blipped up in the failing light to second highest position. Michael Cannon, with a healthy crackle from the four tailpipes of the exhaust system, dashed up to the fourth highest position.

Within a few minutes of the scheduled 4 p.m., the trial ended—considerable credit to the R.A.C. for handling such an event without a hold-up of any sort.

#### RESULTS

**Best Performance:** Cannon VII 1.172 (G. J. Newman), 44 marks lost.  
**Best Northerner:** Squamigerous 1.172 (P. T. Lewis), 95.  
**Classified Results:** 1. Cannon VII 1.172 (G. J. Newman), 44. 2. P. A. B. 1.172 (P. A. Barden), 69. 3. M. and L. 1.172 (M. H. Lawson) and Cannon XIV 1.172 (M. R. S. Cannon), 72 marks lost. 4. Paul Special II 1.172 (R. Parker), 84. 5. Squamigerous 1.172 (P. T. Lewis), 95. 6. J. C. B. 1.172 (J. C. Broadhead), and Cannon 1.172 (E. Chappell), 108 marks lost. 7. Fairley 1.172 (R. W. Phillips), 108. 8. Cannon V 1.172 (D. L. S. Cannon), 110. 9. Austin 1.172 (J. S. Jenkins), 113. 10. F.A.B. Special 1.172 (R. H. Dees), 115. 11. C.C.S. 1.172 (C. Corbinley), 131. 12. Trafford 1.172 (N. Carr), 136. 13. Dellow 1.172 (A. E. Marsh), 150. 14. Harford III 1.172 (T. C. Harrison), 181. 15. Chandler 1.172 (E. J. Chandler), 189. 16. Cannon VIII 1.172 (J. H. Appleton), 184. 17. Harriesch 1.172 (N. Kennedy), 190.



Tying for third place, Michael Lawson (M. and L.), left, on the first of the first group of sections and, right, Michael Cannon (Cannon XIV) on the third of this group

# NEWS AND VIEWS

## BEN in Birmingham

NEW chairman of the Birmingham Centre of the Motor and Cycle Trades Benevolent Fund ("BEN") is Mr. J. Masterton, of Joseph Lucas, Ltd. Mr. C. Gilbert Smith, of Norton Motors, Ltd., is vice-chairman. The annual meeting decided to send the sum of £700 to headquarters.

## Scottish Show—1957

THERE will be no Scottish Motor Show in 1956, the S.M.T.A. has decided; it is intended to apply for support for a 1957 show. The difficulty of ensuring completely new programmes each year, and the need to give models a longer run than one year, are said to be among the principal factors involved in this decision.

## Industrial Link-up

WHAT should prove a very profitable enterprise for both organizations is a link between the Standard Motor Company and the firm of Auto Diesels, Ltd., of Uxbridge, Middlesex. Auto Diesels will take Standard engines at a certain stage of production and then develop them for the manifold uses that industrial engines are put to the world over. The product is known as a Stad power unit.

The industrial range thus becomes a 2.1-litre diesel, three versions of the 2,088 c.c. engine—petrol and vaporizing oil—and a 948 c.c. petrol unit. The number involved is expected to be about 2,500 in the first year.

## Colonial Road Research

DR. R. S. MILLARD, head of the bituminous materials section of the Road Research Laboratory at Harmondsworth, has been appointed head of the newly formed Colonial section of the Laboratory, which will apply the basic knowledge already available to problems of road design and construction in the Colonies, and extend this knowledge by research. Most of the laboratory work will be done at Harmondsworth.

## VOLVO SPORTS

A NEW Volvo Sports, modified from the 1954 model, is announced in Sweden. The revised model has an improved body and the luggage locker lid has been restyled. A folding drop head is now fitted instead of the detachable hardtop. The Sports will be offered on the Swedish market at about 20,000 Sw. kr. (about £1,350).

The engine is a hotbed-up version of that fitted in the PV444—an o.h.v. unit of 1.4 litres. With higher compression and twin SU carburetors, the engine is said to produce 70 b.h.p. at 5,500 r.p.m. and give its maximum torque at 3,000 r.p.m. With a weight of some 850 lb. (1,900 lb.), quite a good performance should result. A dry single plate clutch transmits the power through a three-speed gear box.

The two-seater body is of plastic, with winding windows in the doors and ventilating quarter lights. The fascia includes a rev counter in addition to the usual instruments.

## Loss to Fiat

THE death is announced in Turin of Count Giancarlo Camerana, vice-president of the Fiat Motor Works.

## Volumetric Increase

THE French showpiece in the realm of modern motorways, L'Autoroute de l'Ouest, carries more and more traffic each year. In 1954, 28,242 vehicles used the St. Cloud tunnel, compared with 17,335 in 1951. The composition of traffic has changed, too, the week-day variety gaining in relation to Sunday and holiday travellers.

## More on the Roads

THE number of cars registered for the first time in September was 42,224, making the total for the first nine months of the year 381,200, according to figures issued by the Ministry of Transport.

## 2d a Gallon for Highways

ALL the financial rectitude in the world would not save British industry if we retained outmoded communications, said Sir Gurney Braithwaite, former Parliamentary Secretary to the Ministry of Transport, in an address to the Council for the Reduction of Taxation, in London recently. Bad roads held up goods between factories and ports, and were costing our export industry some £100 millions every year in transport delays, he said.

Vehicle duties of various kinds were yielding £365 millions every year; this could not be spent on roads, but he favoured a thirty-year loan of £500 millions which could be serviced, as regards interest and sinking fund, by taking 2d a gallon of the present petrol tax (now standing at 2s 6d a gallon) for that purpose. Now that nationalized industries had been granted borrowing powers, under Treasury guarantee, to the tune of £900 millions, it was absurd to ignore the vital problem of an adequate road system, he said.

## The Competition Tug-o'-War

A POINTED lesson in economics is to be found in the speech of Mr. Ralph Gordon-Smith, chairman and managing director of S. Smith and Sons (England), Ltd., at the annual general meeting.

He said a reduction in trading profit was due mainly to higher costs resulting from increased wages and material prices not having been passed to main customers, particularly those in the motor accessory division. While turnover and production efficiency had been increasing, these were no longer sufficient to offset further increases in costs, which in part at least would have to be recovered.

Export business must not be jeopardized (at least 35 per cent of turnover was exported directly or indirectly) and increased costs would need to be absorbed largely by the home market. Export markets were becoming more and more competitive, and it was necessary, as far as they were able, to keep down prices to maintain and expand exports.

## Cunningham and Jaguar

BRIGGS CUNNINGHAM, well-known American sports car enthusiast, will be associated with the distribution and servicing of Jaguar cars in a large area of the north-eastern part of the United States and retail sales in New York City with the opening of 1956, as president of both wholesale and retail companies. This will add to Jaguar interests the extensive service facilities of the Alfred Momo organization in Woodside, Long Island, in the repair and maintenance of Jaguar models. A new building is being erected to house the Jaguar work, and Jaguar Cars North American Corporation is opening a parts division which will carry more than a million dollars' worth of Jaguar spares, and run a school for mechanics.

Cunningham is the best known American in motor sport. A pioneer of the game across the Atlantic, he produced his own sports car and was third at Le Mans in 1953 and 1954. He has sold his plant in Florida to devote full time and energy to his new association with Jaguar, and it is expected that he will supervise Jaguar racing activities in the United States and possibly in other parts of the world.



The new Volvo has a distinctly individual appearance and is one of the few plastic-bodied production cars



# Disconnected Jottings

BY THE SCRIBE

Barry Appleby drawing:

## Greetings

**C**HRISTMAS greetings, friends and neighbours, whether you be in Britain or overseas, and may this page long remain the bond that links us. With typical Scribal perversity, I like to recall the origins of the Christmas message now that the festival is debased by commercialism: Peace on earth, goodwill towards men—and you and I may at least practise the latter. Not that animosity hurts; the one thing the columnist has to fear is indifference.

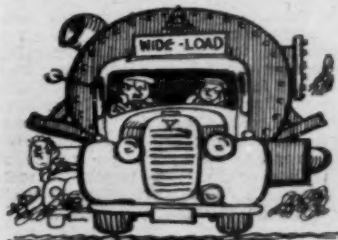
## Taking Over

**O**NLY a few drivers are allowed to drive my car, which does at least ensure that my miles in the passenger seat are not excruciating, because all have passed Scribal muster. Easy in mind, therefore, I can observe their methods with interest. I note if they rev up more than I do in the gears, and if the necessary complete depression of the clutch pedal will catch them out. I wonder if they will notice that the synchromesh is not as good as it might be, and I am puzzled because the engine sounds much more noisy from the passenger seat than it does from the other.

When they go round corners, I note that I am swung out of upright and I attempt to judge whether they are going round as fast or faster than I do, and if, in turn, their speed is too high. This is almost impossible. For some reason one loses, in the passenger seat, that instinctive knowledge that the car is being taken round a corner just fast enough, or rather too fast. Yet it seems incredible that a mere grip of the steering wheel can convey so much information.

## Widths

**I** DO not know about you, citizens, but as a motorist I have found the increasing widths of goods and passenger vehicles very trying indeed. While fully aware of the arguments in favour



Very trying

of the extra widths that have been permitted of recent years, I am quite sure that not half enough prominence has been given to the arguments against these increases. Eight-foot double-deckers along country roads, pantechinons that are as blanking as a brick wall and "heavies" that slog up hills at 5 m.p.h. with their extra width increased, from the point of view of visibility, by another four feet of black smoke, make overtaking a nightmare.

The answer is not the restrictive one of reducing the width again, but of widening the roads to suit the traffic. However, in one respect I would support legislation that restricted, and that is over the black smoke from diesels. Most of the time the driver causes this by enriching his mixture—or something—to get a little more power out of his oil-burner. He should be stopped from doing so; smoke screens are dangerous.

"Dog eat dog," I suppose some people would call a motorist's objection to the habits of the heavy driver, and trot out those pious platitudes about "knights of the road." I like heavy goods vehicle drivers all right, but that is not going to stop me from objecting to some of their selfish habits; nor would I like them to pull their punches in reference to mine.

## Seeing the Lights

**D**ON'T go near Regent Street, said the evening papers, because of the frightful congestion. It was thirteen days before Christmas, and I had to go to the West End at 7.30 or so in the evening. What a good opportunity to study the chaos at first hand! I wondered whether to take a stopwatch to time the waits, but decided against it.

Piccadilly Circus was all right, and we cast off into Regent Street without much difficulty. I should think there were not more than half a dozen vehicles in the whole length of it, and the atmosphere of a quiet country High Street rose through the silver, red, yellow and green snowflakes swirling in the wind. Do they ever get twisted together, wondered The Scribe? Just then a large silver one swayed across to meet and marry with a small yellow one. It would soon become a blizzard of snowflakes at this rate.

Still nobody behind to hurry our leisurely ride, and even the buses were wondering how to pass the time away. A uniformed doorman was conversing happily with a taxi driver in the middle of the road.

By the time we left the land of multi-coloured stars, four minutes had gone by.

## White Contrast

**T**HE Scribal carriage rumbled on towards Langham Place and the classical spire of All Souls came into view, floodlit in soft white contrast to the loud neon behind us. A single green fir-tree stood amidst the columns of the portico, emphasizing the simplicity which the architect sought when he returned to ancient Greece for inspiration.

## Green

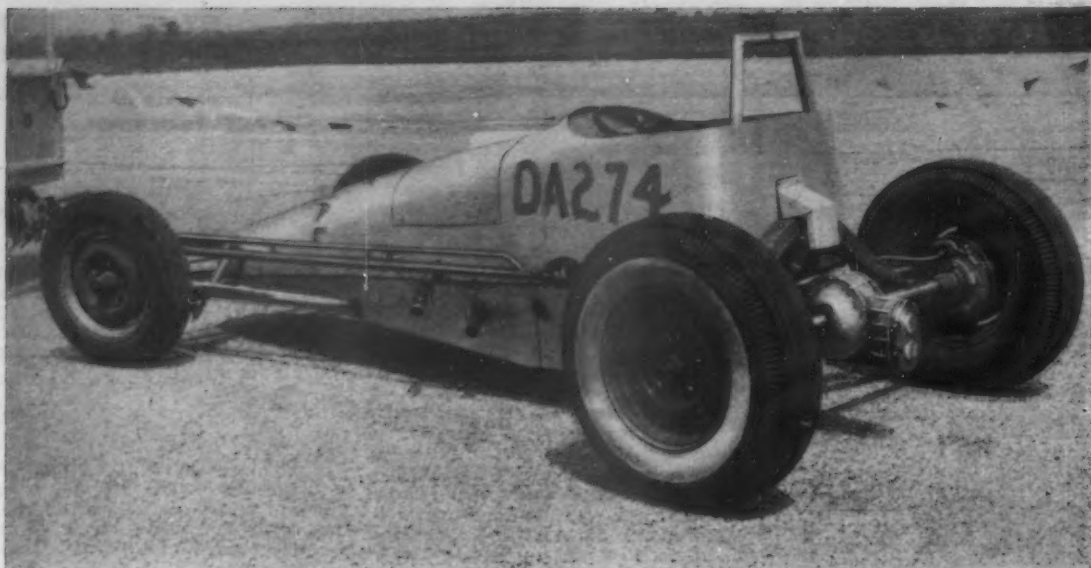
**"G**REEN District" the signs said, as we swung into an outer London suburb, each lamp-post bearing the same cryptic message. "Green district?" asked my passenger. "What in the dickens is that in aid of?" I could not tell him, although we are both professionally interested in roads and road signs, but I have since learned that it is something more to do with road safety. But is safety promoted by a series of mysterious signs swinging on the lamp-posts in areas where there are already far too many driver instructions?

## Pier Postscript

**"C**OCKNEY birds of passage who can neither fly nor walk"—this is a reference to users of the horse tramway which existed in Victorian days on Southend pier. An interesting leaflet has been sent apropos my remarks about that august town a few weeks ago, giving historical details about the pier; the original was, apparently, started in 1829, and stretched 1,500ft compared with today's 1.3-mile structure. The first railway was built round about the 1890s, and a picture shows a lot of Victorian ladies and gentlemen dripping from an open car labelled "Crompton Electric Railway." A.C. Cars, Ltd., built the present stock of four trains, and electrical equipment is by Crompton Parkinson, successors to Colonel R. E. Crompton's firm whose name appeared on the first trams.



The first trams



Last week the author (who also contributes "Detroit Notebook") explained drag technique and described two typical specials. It may be useful to recall that drags are held over a quarter-mile, elapsed time and speed over the finishing line being the significant figures.

Flathead at the back, elementary streamlining, quick-change axle: a typical dragster with equally typical enormous rear tyres

## America Gets Going

TECHNIQUE OF THE DRAG STRIP: Conclusion

By Roger Huntington

**C**HOPPING weight off a car isn't as easy as it looks. You can "strip" the interior—remove seats, upholstery, panelling—and whack off barely 150 lb; it's discouraging. Our boys save weight by drilling lightening holes, chopping sections out of bodies to lower them, complete gutting and so on. Another favourite trick is to remove the radiator and pipe the engine water outlets direct to the inlets. Cooling is more than adequate for the quarter-mile sprints—and you can lop off 60 lb or so. By careful attention to detail we can get the weight of a competition coupé or roadster on a basic production chassis down to 1,550 lb, and full-winged jobs

to around 2,000. (Bear in mind that these cars weighed 2,350 to 3,000 lb in stock form.) All-out, full-sized drag machines (single engine) will generally run from 1,150 to 1,400 lb. Anything under 1,000 lb is rare on our drag strips.

Incidentally, *Motor Life* magazine sponsored some interesting experiments a year or so ago to determine accurately the effect of weight reduction on quarter-mile performance of a typical car. They took a strictly stock '42 Mercury coupé, and in this form, with two passengers,

elapsed time was 20.1sec, and speed reached 60.6 m.p.h. Removing 536 lb from inside the body reduced e.t. only 0.1sec and raised speed only 0.4 m.p.h. However, when completely stripped down to the frame, with radiator removed (1,955 lb off), the reduced weight and air drag lowered elapsed time to 16.3 and boosted speed up to 77.3 m.p.h.

There are three basic paths you can follow to get more tractive thrust per pound of car weight—which directly determines the rate of acceleration: (1) Improve the grip of the driving tyres; (2) get a larger proportion of the total car weight on the driving wheels; and (3) eliminate the lateral torque reaction which winces itself when the car is accelerating.

Our American boys have done wonders with the first two, but for some reason or other they've barely touched independent suspension of driving wheels to eliminate the torque reaction that lifts the right side. I can't believe engineering and fabrication problems are stopping them; I've seen enough to know what our hot-rodders can do. I'm not sure the fellows fully understand the effect of lateral torque reaction on traction off the line or I'm sure there'd be more activity. I think we're going to see a trend soon, though.

Meanwhile the whole auto world could learn things from our backyard engineers about tyre traction. I have good reason to believe that some of them



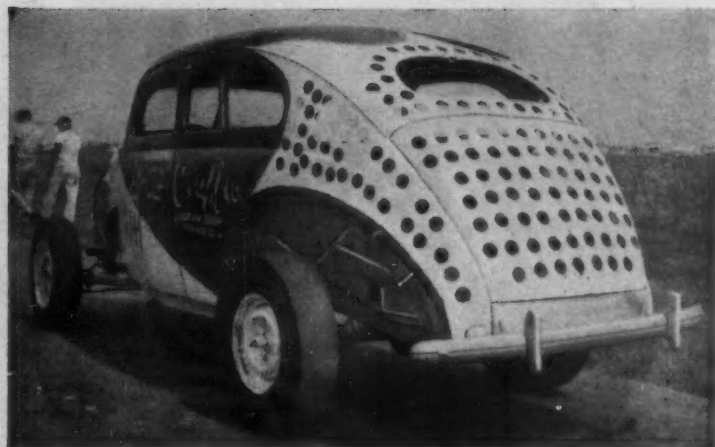
Saloon drag: the engine takes the front compartment and the driver operates from the rear

*Calanders for comps: this one has been gutted and drilled and has "slicks" on the rear tyres*

are getting an effective traction coefficient (ratio of forward thrust to load) of well over 1.0 over a good portion of the course! The general theory that says the friction (or traction) force between two surfaces in rubbing contact is independent of the area in contact just doesn't work here. The traction coefficient appears to be improved by radically reducing the load of contact area between tyre and pavement. Auto men have been doing this for years—that is, using huge tyres on driving wheels.

But our boys have come up with a new twist for the drag strips. They vulcanize thick strips of smooth rubber—sometimes 8 in wide—around the tread of a worn-out tyre. Sometimes they use relatively soft, spongy rubber; sometimes regular tread rubber—some insist on natural rubber; others synthetic. One way or the other the resulting tyre—we call it a "slick"—will really bite. I heard of one lad who put them on his car. The first time he stomped off the line the acceleration was so much greater than he expected that it snapped a joint in his neck. He wore a brace for a month! (I can't guarantee the truth of that one—but you get the idea.)

Inflation pressure used with slicks runs anywhere from 6 to 30 lb per sq in. One disadvantage is that the flexing of the thick tread layer increases rolling resistance at high speed. Practically any hot car can get a lower elapsed time with slicks (at 20 lb or more inflation), but

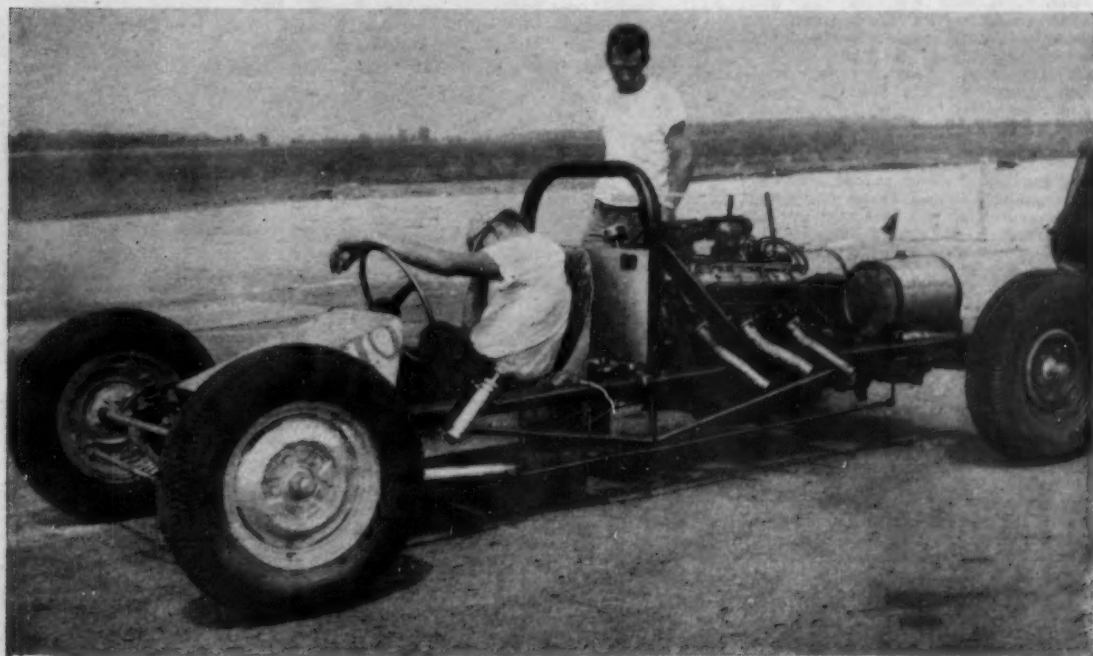


some fellows use regular tyres with worn treads when trying for a top speed record.

Then there's the matter of weight distribution. At first glance it would seem that four-wheel drive would be the answer. Our fellows have found that they can get anything up to 100 per cent of the car weight on the rear wheels under acceleration by shoving weight to the rear, so the extra weight of four-wheel drive would be useless. Actually, our drag jobs don't carry the large proportion of weight on the rear wheels that you'd think to look at them. Some of them look as if the front wheels should lift right off the ground standing still! In practice most drag cars carry 60-70 per cent of their total weight on the rear (standing still), and I know of none that carries more than 80 per cent.

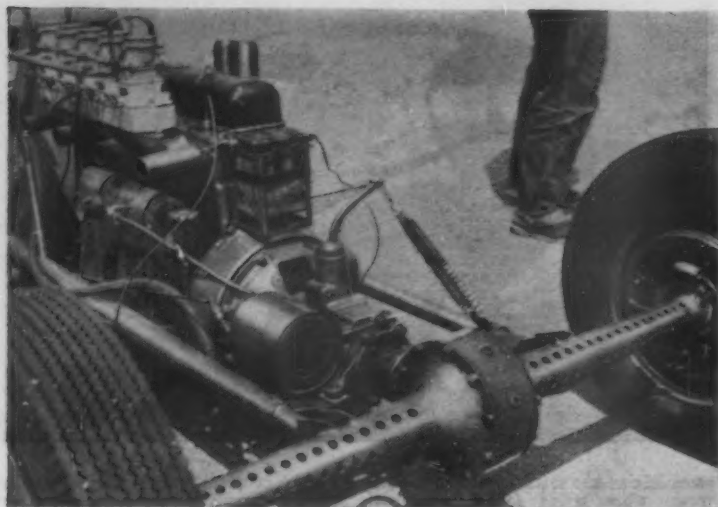
But then, of course, there's that little

matter of front-to-rear weight transfer owing to inertia and torque reaction when the car is accelerating. This used to have me worried—and still does. A few simple slide-rule calculations will show that some of these hot cars with 75 per cent or so of their static weight on the rear wheels are on the borderline of lifting the front wheels right off the ground on hard acceleration off the line. And it has happened. I've talked to more than one driver who has to feather the throttle to maintain steering control for that first 200ft or so. This isn't good. What really scares me, though, is that very few of the boys even bother to make preliminary calculations when they build a dragster to establish some weight distribution that will assure adequate steering control at all times. They just set the components where they "look right," and hope for the best.



Eight chokes (two four-chokes) on an Oldsmobile Rocket. Pardon my somnolence—these drags are exhausting





Vacuum operated clutch, remote control gears, frame welded to rear axle, 5-litre GM truck engine. It'll develop 290 b.h.p. on alcohol at 5,500 r.p.m.

## America Gets Going . . .

With the trend still toward more and more rear-end weight we can only hope no one gets hurt. Latest trick is the "slingshot" design—transmission coupled direct to the rear axle pinion housing, rear axle welded to the frame (no springs) and driver behind the rear axle housing. The only deference to steering control is that they use a very long wheelbase—sometimes over 130in—to give a light lateral force more lever arm. In other words, the farther the steered wheels are out front, the more chance they stand of influencing the back. So it goes.

You do not see a lot of concentration on aerodynamics on our strips. Cutting wind resistance usually implies additional sheet metal, which means more weight—and the effects often cancel out on elapsed time. It is generally agreed that wind drag has a very minor influence on any car reaching less than 110 m.p.h. in the quarter. Recently we have seen a trend to full bodies and rounded noses on 130 m.p.h. dragsters—but with those big tyres and wheels still causing over 90 per cent of the total air drag . . . well, what's the use?

Mind if I do a little speculating?

Frankly, I cannot help but feel that some of our hot quarter-mile drag jobs would show up awfully good in your kilometre sprints. Admittedly some of them may be set up too tight to run the distance, and gearing would be all wrong, but I just wonder. I've been browsing through some old British auto magazines for results of the Brighton speed trials and, as far as I can find, the current car record for the standing kilometre is 23.63sec, set up last year by Ken Wharton in a 2-litre blown E.R.A. Mays has turned 23.86 and Lloyd-Jones has done 23.91 with his 21-litre Kestrel-engined "Flying Triangle."

I was thinking this way: we could readily tune and gear a dragster so that it would cover a standing quarter in, say, 12sec e.t. and hit a speed of 120 m.p.h. in top gear at 6,000 r.p.m. at the finish.

Now if it could hold this r.p.m. for another 1,961ft the time to cover that added distance would be 10.28sec—and total elapsed time for the full standing kilometre would be 22.28. That would beat anything above.

From another angle: we held some half-mile drags in California a while back, just for something a little different. Best elapsed time of the day was 18.86sec, the car reaching a speed of 161.6 m.p.h. over a 132ft trap at the end of the course. (The car was an Ardun-Ford powered streamlined "Bonneville" tank.) If this

car could have held that speed of 161 m.p.h. for another 641ft to cover a kilometre, the total e.t. would have been 21.56. Not bad.

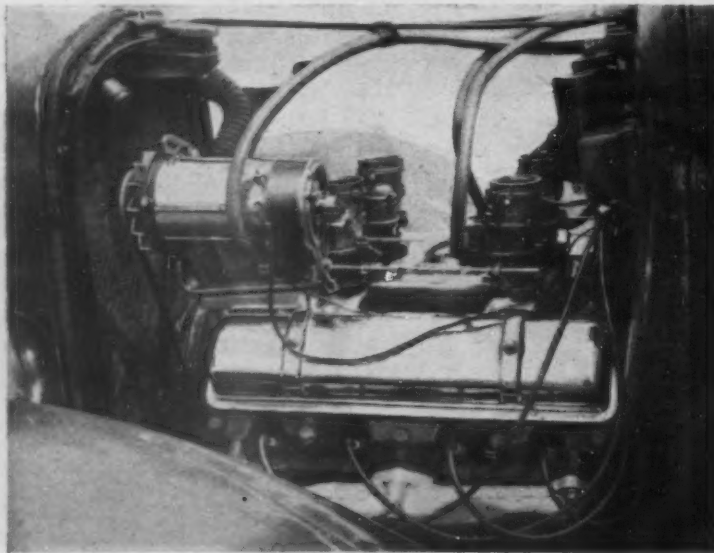
A year or so ago I researched an article for *Motor Life* magazine comparing the performance of our fastest drag cars with that of the fabulous C-type Auto-Union which holds the world's absolute records for the standing kilometre and mile—19.08 and 25.96sec respectively. It was a very interesting project. Since the German car was never timed on the standing quarter-mile it was necessary to "slide rule" the e.t. here by using a planimeter on a graph of m.p.h. against time for the record car (I had fairly reliable data on the latter).

### Dragster to Win?

When I got all through, our backyard bombs still looked pretty good! We could handle the A.-U. easily on the quarter-mile. I figure that the special 700 b.h.p. record job would turn the standing quarter in about 11.5sec and hit 145 m.p.h. at the end. In a match race with our hottest drag car (9.8sec e.t.) the dragster would jump 'way out ahead off the line and keep pulling away over the full course. The A.-U. would be about 300ft behind at the quarter-mile post but coming on fast. It would gobble up the dragster long before the half-mile. Fantastic machine, that Auto-Union.

In conclusion, the Auto-Union is a perfect example that, as your acceleration course grows longer, it takes more and more money and engineering to get to the other end first. That is, our boys can put together a rig in a backyard garage for maybe one-thirtieth the cost of the A.-U. that will beat it over 1,320ft from a standing start. But the recent California half-mile drags brought home to the boys very forcibly the problems that face the man who would tackle the kilometre. Most of them with their super-hot quarter-mile cars couldn't build up even 5 m.p.h. additional speed between the quarter- and half-mile posts. It had them tearing their hair.

And I'll leave you with that.



Rocket enters roadster—Oldsmobile V8 engine in 1932 Ford. Four Ford-Stromberg carburetors . . .

# Firestone

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**WITH  
WEATHERISED  
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27 Factories throughout the world. Firestone total sales exceed £1,000,000 per day. Firestone Tubeless Tyres have been proved in service since 1951 and production today exceeds 1,500,000 per month.

**Firestone TYRES — consistently good**

For those who insist on the best...



... the **NUMBER PLATES**  
most motorists prefer..

Best, because they have unique and attractive style, are superbly finished, durable, rustless, and always look a part of the car—not just an afterthought! If you want to make sure that your plates do justice to your new car, remember to specify "ACE." There are two finishes—the "Ace" "Silver Peak" with satin-silver anodised non-glare characters and "White Peak," with the attractive, durable white finish. Matching "G.B." plates are available (price 15/-) or flush-fitting unmounted characters which can be easily shaped to follow the body contour (the "Continental" price 14/6 per pair). Fit a new set to your present car—you will be surprised how they improve its appearance—and remember to specify "Ace" for your new car. Available from all Garages, Motor Agents and Dealers.



...and the most elegant "Rimbellisher" wheel trims



When you see them on your own car, you will realise what a vast difference they make—to the wheels and the car.

They are superbly styled and available in nearly 50 types, to fit most post-war British cars with pressed steel wheels—an exact fit, too, because each type is designed for a specific wheel, not just a wheel diameter. The finish is equally attractive, chrome on nickel-copper-nickel to the highest possible standard. Ace "Rimbellisher" wheel trims are attached to the wheels by a 100% secure means, self-locking worm-drive fasteners, which cannot work loose.

They cost only 30/- each with fittings, but their pleasing effect is out of all proportion to the cost. Ask your Garage or Motor Dealer to supply a set for your car—but be sure to specify ACE "RIMBELLISHER" wheel trims, the smartest thing on wheels.

If you prefer an all-over wheel disc, you should certainly see the new "ACE-MERCURY." It covers the entire wheel space and also takes the place of the hub-cap. The new bright-anodized finish, attractive louvres, simple one-point fixing and quick detachability are some of its principal features. They cost £3/2/6 each and are now available for many current model cars—full details will be sent on request.

NC 169

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# They're Getting at Father Christmas!

BIG BUSINESS

KNOWS

NO BOUNDS

By

Wishbone

**W**HATEVER you may think of the state of evolution represented by your present car, don't imagine that the big manufacturers are like you this Christmas, sitting back full of turkey and good humour, port and *bonhomie*, leaving the cares of business until next Wednesday morning. Oh no! That would not do them justice—without any *arrière pensée* about whether they merit justice or mercy.

In fact, this Yuletide is probably the biggest business ever, and it is only fair to reveal that, with the backing of powerful Government and vested interests, the designers and boffins are now embarking upon one of their biggest and most significant projects. They know, as well as you or I, that the present state of car design is depressingly static. The critics keep telling them.

The situation calls for something really radical, and it is odd that the first glimmering came from the Youth who Fetches the Tea, when a group of designers and stylists were discussing that unfailing topic—flying saucers—after a heavy session of work on a gear change operable from the rear seats of a car.

The youth, who had just prepared his Christmas collection box for circulation and so had this season of the year in mind, remarked that flying saucers, and *Santa's sleigh*, were the only vehicles he could think of which did not normally need a spare wheel or, indeed, *any wheels at all!*

That did it. One of the tamer boffins present happened to be the only one in captivity who believed in fairies; mind you, when they found out, they whipped him off to the National Coal Board, and he's much better (it's gnomes now). However, he seized on the idea, sat down right away and designed a super-export model with full specification, before you could say "accident statistics" (can you?).

So that there is in existence an epoch-making design, as fundamental as the Pyramids and just about as pretty; the only reason why it is not yet in production and selling like hot cakes is that they have yet to check on materials and method with the prototype. They would have liked to do their checking on a flying saucer, but these are unpredictable things, whereas everyone learned in his most formative years of the unfailing reliability and regularity of the celestial sack-race. Like the recipe for hare pie, the first thing they must do is to catch their hare, and that is what they are busy with now.

It would not do to reveal too much of what is planned, or they might be

forestalled by their foreign competitors (you have to watch the Japs, don't you?) but one can say that every modern aid has been enlisted for The Night-radar, the electron microscope, beautiful spies, the lot.

What is to be gained? A very great deal, if you think of the sort of performance of which Santa's sleigh is capable. Bulky and heavy loads are transported at great speed and delivered with hardly a mistake, at a rate that British Railways never dreamed of. Personal transport is of the utmost comfort, judging by the perpetual beaming smile of the Bearded One himself. Utmost reliability can be depended upon—the only breakdowns I can recall concern the unaccountable non-delivery of a model car some 35 years ago, and a similar failure in respect of a beautiful doll (a blonde) a dozen years or so later.

As to running costs—a mere matter of moss for a quartette of reindeer, and no tax at 2s 6d per gallon, though I

wouldn't offer a forward guarantee on that. Low upkeep may be taken for granted—I never heard of a service station for this class of vehicular transport, and if the need had been there, the boys would certainly have seen to it.

There are snags, of course—one can't lay on supplies of the right raw materials until it is known what they are, but it is hoped to overcome that difficulty in the next few days. Another arises from the fact that while manufacturers can turn out a "one off" of amazing lightness, production line models usually weigh about a ton more—it's one of those things.

But the real worry is—has Ferguson got there first?

From the Government point of view, the prospect is one for diplomatically restrained optimism, for the export possibilities of the first real wheel-less transport, especially in the dollar market, are tremendous. And then there's road congestion—no longer a problem when you have a sort of poor man's helicopter which doesn't need highways; the Minister who wins the lucky dip when that is realized will probably get a peerage and a Nobel prize. From the Foreign Office viewpoint, anything which distracts attention from Cyprus and focuses it on Lapland is obviously A Good Thing—in fact, everybody's happy.

If the cloak-and-dagger business this weekend comes off, how long will it be before we know? Well, if there's no Santa Claus next Christmas you'll probably deduce that they've grabbed the sleigh; otherwise it takes two or three years to get from prototype to cat-out-of-the-bag stage.

But there's a useful pointer for the observant—if the oil barons all rush off to the snowy wastes around January and February, ostensibly for winter sports, don't you believe it. They'll be at their usual games, cornering all the supplies—and this time it will be reindeer!





## The Sport

### BOXING DAY BRANDS TRIALS CHAMPIONSHIP ROUND-AUSTRALIA

AS THIS WILL BE the last issue of *The Autocar* before Christmas Day, I take the opportunity of wishing everyone concerned with motor sport

*A Very Happy Christmas Indeed,  
and Good Fortune During  
the Coming Season*

**A REMINDER**, lest the traditional excesses of turkey, plum pudding, mince pies and so on put it out of your mind, of the Boxing Day Brands Hatch meeting. Racing starts at 12.30 p.m. and goes on until dusk; those who have not overdone things the evening before can go along at 9 a.m. and watch practice. Despite the fact that many people are busy preparing their cars for the coming season, an excellent entry has been received, and, weather permitting, the racing should be good.

Formula 3 drivers include Tyrrell, Wicken, Bicknell, Cowley, Don Parker, L. Lewis-Evans, Jim Russell and Ivor Bueb. It has been decided this year that the results of the Boxing Day Brands shall have no influence on the placings in the various formula 3 championships as, obviously, not everyone is willing to get his car out in mid-winter. The *formule libre* race will see Archie Scott-Brown at the wheel of C. A. S. Brooks' Syracuse G.P.-winning Connaught—his first drive in a Grand Prix car. Brooks will drive Riseley-Prichard's 2-litre Con-

naught, but will do a lap of honour in the Syracuse winner. The famous old Whitney Straight 2.9-litre Maserati will be driven by H. C. Spero, and hill-climb champion Tony Marsh will drive a twin-cylinder Cooper 1,100. E. W. Holt will drive a 2-litre Connaught and Roy Salvadori will probably be at the wheel of J. Young's similar car.

The American, H. McKay Fraser, who has decided to make England his racing headquarters, has entered a 3-litre Monza Ferrari for the unlimited sports car event, and will be up against such cars as Graham Maude's D-type Jaguar, J. Trimble's C-type, Baxter's DB3S Aston Martin, Lund's Lotus-Bristol, Threlfall's Tojeiro-Bristol and several other potent cars.

Entries for the 1,100 c.c. sports car event look like being powered almost exclusively by the ubiquitous Climax engine; Colin Chapman (Lotus), B. Naylor (Lotus), A. E. Marsh (Cooper), Jim Russell (Cooper), Sir Gawaine Baillie (Lotus), D. G. Addicott (Elva) and Ivor Bueb (Cooper) among others, will be using this engine. Addicott, who is a Valiant test pilot, will be competing in his first race; Ivor Bueb's car is the one previously raced by Tommy Sopwith. Usually up with the Climax-engined cars is R. Mackenzie-Low's Ford-engined Elva, which will also be running.

Finally, there is the barbecue, which will be handled by the United States Air Force... see you at Brands.

**THE R.A.C. TRIALS** Championship was a great success, having the atmosphere of an important and well-run event without any unnecessary officialdom. Newman's win—his second in only three years of trials—was masterly, his neat and polished driving in such rough-and-tumble conditions impressing everybody.

It was bad luck for the drivers of odd-numbered cars that, on one of the first group of sections, a stream decided to use the hill as its course after the even numbers had made their climbs. In fact, so difficult did the hill become that the best odd-numbered car did not climb much higher than the worst of the even numbers. It might have made a difference to the results as the highest placed of the odd numbers was R. Faulkner's Paul Special which came fifth, eight marks



Award winners at the British Trials Drivers' Association dinner at Scarborough last Saturday. Above, left: G. J. Newman, retaining the Championship, receives the congratulations of J. Twyford, chairman of the B.T.D.A. Centre: P. Barden, who finished second, receives his award from Mrs. H. Storry, wife of the deputy Mayor of Scarborough. Top, right: Rex Chappell, winner of the Gold Star Trials competition. Above: J. W. Waddington, who won the Gold Star Rally Competition

astern of Lawson and Michael Cannon who tied for third place. It was, however, an act of fate, and the sort of thing that adds to the interest and uncertainty of trials.

**AFTER THE CHAMPIONSHIP** Trial, the British Trials Drivers' Association held their annual dinner and dance at the St. Nicholas Hotel, Scarborough; awards for the year were

### COMING SHORTLY

- DECEMBER 23.**—Northampton and District C.C. Christmas party, Angel Hotel, Northampton, 8 p.m.  
26.—B.R.S.C.C. Race meeting, Brands Hatch, near Fawkham, Kent, 12.30 p.m.  
26.—B.A.R.C. (N.W. Centre), Driving tests, The Promenade, New Brighton, Cheshire, 12 noon.  
27.—Romford Enthusiasts' C.C. Christmas Rally, The Town Hall, Romford, Essex, 2.15 p.m.  
31.—Epping Forest M.A. Film show, St. Mary's Hall, 201, High Road, Loughton, Essex, 7.30 p.m.  
**JANUARY 1.**—Hants and Berks M.C. Pairs point-to-point map-reading run, Farnham by-pass road, Surrey, 10 a.m.  
4.—Eastera Counties M.C. Annual general meeting, Crown and Anchor Hotel, Ipswich, Suffolk, 8 p.m.  
6.—North London Enthusiasts' C.C. Annual dinner and dance.  
6-7.—M.C.C. Exeter Trial, starting from London, Kenilworth and Launceston, 10.30 p.m.  
7.—New Zealand G.P., Auckland.

presented at this function as well as the Championship awards. The coveted Gold Star for the most successful trials driver of the year went, for the second year in succession, to Rex Chappell.

The function was well attended by prizewinners in other fields than trials, who had travelled to that remote area to receive their awards. They included J. W. Waddington, winner of the Gold Star Rally Competition, and his runner-up, A. L. Yarranton, who very nearly took the Gold Star from Waddington, scoring only four marks less. E. S. Sneath, in turn, took the rally Silver Star from Waddington, leading by only three points. By special request of Marcel Becquart, because of the cancelling of certain Continental rallies, the Marcel Becquart Trophy was not presented this year; it will, however, be presented next year. In fact, J. W. E. Banks should have won it, with J. R. Boardman second.

The deputy Mayor of Scarborough, Alderman H. Storry, Maurice Toulmin, Gregor Grant and Dean Delamont of the R.A.C. all spoke; D. G. Flather, indefatigable secretary of the B.T.D.A., replied to the toast to the Association, standing in for Ken Rawlings. To round off this very cheerful party came a cabaret and a film show, making a full evening's pleasure which the harder souls extended well past the small hours.

The results of the year's B.T.D.A. competitions are as follows:

**Gold Star Trials Competition:** 1. R. Chappell, 115 marks; 2. J. C. Broadhead, 107; 3. J. S. Jenkins, 105; 4. E. J. Chandler, 99; 5. R. W. Faulkner, 90; 6. P. A. Barden, 88; 7. N. H. Lawson, 77; 8. R. C. Needham, 61; 9. N. Carr, 52; 10. A. Oliver, 51; 11. C. Corbishley, 51; 12. P. P. Faulkner, 51; 13. N. H. Coates, 50; 14. P. T. Lewis, 50; 15. J. Deeley, 28; 16. J. D. Hollingsworth, 28; 17. P. A. Atkinson, 18; 18. B. R. Potts, 15; 19. H. Tregenza, 14; 20. E. Harrison, 13; 21. F. D. Woodhall, 10; 22. R. Kemp, 10; 23. B. A. R. Noble, 9; 24. H. R. Smart, 5; 25. L. E. Newey, 3; 26. E. J. P. Reynolds, 2; 27. A. Hay, 1; 28. A. Richardson, 0.

**Ladies' Silver Star Competition:** 1. Mrs. E. B. Jackson, 21 marks; 2. Mrs. E. Beaumont, 13; 3. Miss Ozanne, 13; 4. Miss A. Neil, 12; 5. Mrs. Baker, 11; 6. Mrs. N. Mitchell, 9.

**Navigators' Award (nominated by winner of Gold Star Rally Competition):** J. M. Wood.

**Monte Carlo Challenge (Best performance by a member of the B.T.D.A.):** R. J. Adams.

**Gold Star Rally Competition:** 1. J. W. Waddington, 66 marks; 2. A. L. Yarranton, 62; 3. H. Jacoby, 46; 4. Dr. J. Spare, 38; 5. P. H. O. Morgan, 25; 6. W. D. Bleakley, 22; 7. D. O. M. Taylor, 17; 8. G. Wood, 16; 9. K. N. Lee, 16; 10. P. G. Cooper, 15; 11. A. C. Whitmough, 14; 12. G. K. Armstrong, 13; 13. A. B. Napper, 13; 14. P. E. Bolton, 6; 15. E. C. Vanner, 5; 16. B. Phillips, 1.

**Silver Star Rally Competition:** 1. E. S. Sneath, 150; 2. J. W. Waddington, 117; 3. L. O. Windsor, 114; 4. Mrs. R. Beaumont, 89; 5. P. W. S. White, 75; 6. P. J. Anton, 72; 7. C. M. W. Smyth, 47; 8. D. W. Vernon, 42; 9. O. J. B. Brown, 39; 10. K. N. Lee, 37; 11. A. B. Napper, 36; 12. E. D. Mitchell, 30; 13. Dr. J. Spare, 24; 14. H. Denton, 23; 15. G. Wood, 23; 16. A. C. Whitmough, 23; 17. H. Jacoby, 22; 18. E. Bolton, 20; 19. E. C. Vanner, 19; 20. W. D. Bleakley, 19; 21. C. Corbishley, 18; 22. R. Sidwell, 17; 23. J. C. Wallwork, 15; 24. K. H. James, 9; 25. R. Maitland-Hughes, 4; 26. L. E. Stross, 3; 27. P. W. D. Smith, 2.

**IT HAS BEEN ANNOUNCED**, following a ruling by the R.A.C. that it could not interfere with the placings, that the much disputed results of the Redex Round-Australia reliability trial shall stand. The prize money of £8,000 (sterling) is being paid this week—more than three months after the event. Winner is L. Whitehead (Volkswagen) who, with his co-driver, R. Foreman, covered the 10,500-mile route with the loss of only 27 marks. Whitehead and Perkins (who finished

second, also in a Volkswagen) appealed against penalty marks incurred by structural damage to their cars at the finish of the event. These marks would have put them lower in the list of finishers; their appeal was upheld by the Australian controlling body, but prize money was withheld, pending a ruling by the R.A.C.

**HERE WE GO:** The 1956 Bordeaux Grand Prix, the date of which had not yet been published in the Calendar, has been cancelled because of inadequate safety arrangements.

**STARTING MONEY**, and the cost of travelling expenses incurred by competitors in this year's Tourist Trophy race, have made heavy demands on the organizers, the Ulster Automobile Club; but for this, there would have been a worthwhile profit on the event. The financial statement presented at the recent annual general meeting of the Ulster A.C. in Belfast showed that the paying public contributed over £8,800. This sum just about offset the starting money.

A sum of £3,633 was spent on safety measures and in preparing the circuit generally, and a further £6,230 on the promotion, which involved a total turnover of £19,805.

Although a date has been fixed for the Tourist Trophy next year, the Ulster A.C. agreed not to make a decision, until they meet in February, as to whether the race will be held at Dundrod or elsewhere. The committee will also decide at this meeting the fate of the Ulster Trophy race.

## Trial for 750 Immortals

**C**EASELESS activity and liveliness made up for a small entry (19 cars) in the Seven Fifty M.C.'s Walsingham cup trial on December 18. After a downhill brake test and the ascent of a greasy local lane in the morning, they returned to the woodlands at the back of the Brands Hatch estate for the trial proper.

The morning hill was a hard lane, entered by a muddy turn where many stuck. Wet leaves, and the greasiness of chalk, made it a difficult climb. P. T. Ross made a splendid ascent with one of those close-coupled yellow tourers which were known as Mustard Pots, his crew vigorously bouncing it on the slender quarter-elliptic rear springs. Very light, with the crew well aft, with a suitable suspension and (often) with that novelty, the balloon tyre, these little cars were in their heyday great wanderers off the beaten track. One of the saloons was good, too; they had light bodywork!

The main session at Brands Hatch was most active. A long and sticky approach road led to a valley where there were various climbing tracks. Seven sections were covered twice and there was an exit section. There was a marked tendency to have another go if you failed. Mrs. Hazel Chapman and Colin, deserting 1,097 c.c. and disc brakes in favour of a bath-tub baby Austin with three up, were

**LONDON** will once again be one of the ten starting-points for the Lyons-Charbonnières rally, which is to take place between March 16 and 18. This is the ninth event in the series, and the other starting-points are the same as for last year—Baden-Baden, Barcelona, Bordeaux, Lausanne, Liège, Lyons, Milan, Nice and Paris.

The route length is some 780 miles, much of it over difficult terrain and including such entertaining diversions as timed hill-climbs.

**THE VANWALL** team for next year's *grandes épreuves* is beginning to take shape, Harry Schell having now signed with G. A. Vandervell as number one driver. Motor-racing is the truly international sport, for no frontiers seem to exist when the manufacturers' talent scouts are stalking master-drivers to handle their products. Thus British, French and Argentinian *maestri* drive for Italy, Germany being out of the picture for an undefined period, and a French-domiciled American for Britain. Moreover, Italian designers are responsible for most of the French challenge for the coming season—Gordini, whose twin-camshaft straight-eight may have benefited from its winter revisions, and Colombo, responsible for the new G.P. Bugatti's power unit.

**FERRARI'S** famous team manager, Ugoletti, has left the service of the Modena firm. Strong rumour has it that he has joined Maserati, though, as yet, this is unconfirmed.

PETER GARNIER

very active—she is a lively driver. N. Swinger's two-seater special was a notable boiler, but made lively climbs.

Casualties were few—the 750 engine does not burst, and the spindly undercarriages, with their pencil-size steering parts, were made of good stuff. But by the end, W. Comyns-Cole was carrying an exhaust pipe in the back seat. The saloon class winner had a very bashed side indeed, but had started with it; the car had been stolen and crashed previously. It remained a Good Runner. Fell's saloon even climbed one of the sections where specials had failed, ascending at an alarming speed. Some good examples of the beloved Nippy two-seater turned out, E. J. Tink's being a lively one.

There was a good section in a dip or excavation. Rushing down, cars had rather a slippery turn—causing a general tendency to slide out into the weeds and brush in a four-wheel drift—and an exit up a muddy slope. None was very good here. Unlike the modern trials special, the Austin Seven is not very good at winding itself up difficult slopes at 4 m.p.h. But it would rush anything, buzzing like an excited bee, bouncing freely of its own accord.

### RESULTS

**Walsingham cup:** N. Davis (0 marks lost).  
Class A (saloons): 1. P. W. Burston, 54; 2. J. W. Wood, 53. Class B (tourers): 1. P. T. Ross, 46; 2. F. W. Fentrell, 47. Class C (specials): 1. J. Hargreaves, 0 marks.



## Correspondence

Opinions expressed on these pages are those of our correspondents, with which *The Autocar* does not necessarily agree. Letters intended for publication should be addressed to the Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1.

### First Aid on the Brighton Trip

*Enthusiasts on a Winter Morning.* As one of those referred to by Mr. Reynolds (November 25) I appreciate very much his gracious remarks on the assistance I and others were able to afford him and Peter Wellingham when their 1901 De Dion broke down on Westminster Bridge, on the Veteran Car Rally. I suppose most of the spectators who turn out at 7.30 a.m. on a winter morning to see the rally competitors are enthusiasts and not a few envy the entrants the thrill of that annual adventure.

It is good to know that that sturdy veteran of 1901 completed the journey on time after losing a valuable hour so early on the course.

London, S.W.1.

THE HUMBER DRIVER.

### Salesmanship

*"Take It or Leave It Attitude."* A correspondent complains (November 25) of the complacency of second-hand car dealers and this has been mentioned in your columns both with regard to second-hand and new vehicles. The truth is that the Englishman is a notoriously bad salesman, and this is particularly noticeable in the car trade where the buyer spending a fairly substantial amount naturally expects a great deal more attention than when buying an article of lesser value. In point of fact, however, this "take it or leave it attitude" is all to the buyer's advantage, the only loser being the manufacturer, whose advertising efforts are often wasted through lack of support on the sales staff side.

After running the same car for three years I decided that the time had come for a change and made up my mind on a particular make whose showroom I visited for the purpose of placing an order. The model I was interested in was shown to me with so much casualness, and my queries answered with such complete lack of interest, that I decided to give the matter another thought. Passing the showroom of another maker I noticed a car to which I had never given a thought before. I walked in to inspect it; although the salesman informed me that this particular showroom was concerned with export sales only, he took a lot of trouble in demonstrating the car to me and pointing out why it represented "the best value on the market."

I thought the matter over and the same evening phoned my previous supplier ordering the second car—had I been subjected to high-pressure salesmanship in the first instance I would have ordered the first model, only to regret it afterwards.

But the whole effort of the first manufacturer, whose advertisements and literature I studied and followed for months, has been wasted; no wonder that after my visit I had a letter offering me "wide colour choice for immediate delivery at pre-Budget price." I preferred to wait another few weeks for the one I had chosen and like now infinitely better.

London, W.8.

A BUYER.

### Average Speeds

*"Ammunition for the Unbelievers."* I offer the following figures which will, no doubt, give your average speed unbelievers ammunition for letters for the next six months.

Trip, Birstall, near Leeds, to St. Ives. Departed 6.30 p.m., Friday, November 25, 1955, arrived 5.38 a.m., Saturday, November 26. Total distance 426 miles. Time standing for meals and refuelling—72 mins. Return trip: departed St. Ives 9.12 a.m., Sunday, November 27, arrived Birstall 7.17 p.m. that day. Time standing for meals and refuelling—55 mins. Mileage readings on speedometer, depart 12,247, return 13,183 (this included some



JAGUAR in Malaya bears a significant number plate; it is owned by His Highness the Raja Muda (Crown Prince) of Kedah, and the photograph is sent to us by a reader, Mr. H. J. Woodthorpe, of Alor Star, Kedah, who comments "The long, straight and well-surfaced roads of Kedah would be ideal for fast motoring of the Jaguar XK140 variety, if it were not for the ever present danger of straying goats and water buffalo. The latter often weigh nearly a ton, and in most accidents the car seems to come off worst."

lightning sightseeing in Cornwall). Total petrol consumption 34 gallons. Drivers were myself and brother-in-law, working a strict two hours on and two off schedule, the car a Vauxhall Cresta fitted with overdrive. The trip was accomplished without either driver scaring his passenger or (so we pride ourselves) any other road user.

We have not worked out the averages as your interested readers will no doubt amuse themselves doing this before uttering unbelieving noises. We do respectfully suggest that they prove there to be nothing wrong with either English cars or English roads—simply that too many of us use them during normal daytime!

WILLIAM GOWER.

Birstall, near Leeds.

[To facilitate the utterance of "unbelieving noises" by readers who are so minded, the average speeds are: outward journey, door to door 38.27 m.p.h., after deduction of standing time 42.90 m.p.h.; return journey, door to door 42.26 m.p.h., after deduction of standing time 46.50 m.p.h. Petrol consumption over 936 miles, 27.5 m.p.g.—Ed.]

### Australian Tribute

*Query by a Volkswagen Owner.* Mr. Hall's letter (Nov. 18) is interesting and certainly the Vanguards did well in the 1955 Redex Round Australia Trial. I feel sure, however, that like myself many Volkswagen owners have been hoping for a full account of the trial with the official final result. First we were told that Volkswagen were first and second. Then we heard that these two cars lost so many marks on their final condition that they were displaced and a Vanguard had won. Later a Peugeot was said to have come in first and finally I heard on the wireless that a Volkswagen was the winner.

Can we be told what really did happen? I asked a salesman on the V.W. stand at Earls Court who won the trial and he didn't know. Ye Gods!

Bearsted, Nr. Maidstone.

L. R. S. MONCKTON.

[We agree that the announcement of the results was confusing. The results we gave were, in each case, official, but subject to appeals, of which there were many. The final revised placings—published in these columns on November 4—were: Volkswagen first and second, Vanguard third.—Ed.]

## SPECIAL ASSIGNMENT



**T**HIS combination of Land-Rover, ancient Humber chassis and Meadows 10 h.p. engine driving a 10 kw generator was the answer found by the Orion Picture Corporation, of London, to a road safety film problem—to portray what is seen from the driving seat of a car at 30 m.p.h. at night. While ordinary film is fast enough nowadays to expose by normal head lights, it requires a lot more light to film in colour: about 200 to 300 "flame-throwers" would be needed. So studio lamps were used, mounted in a cradle on the substantial front bar of the Land-Rover, and Orion were delighted by the performance of the vehicle, which did its tasks with ease. Next time they propose to drive the generator from the Rover itself.



*On the way through the Stalheim gorge, the road running alongside the river. The climb up the cliff-side comes later!*



*The 1½-litre M.G. now carries a Norwegian reindeer badge in the place of honour between the A.A. and R.A.C. emblems. The butterfly on the radiator cap is a Lalique glass mascot*

## NORWEGIAN VENTURE

A 1½-LITRE M.G. IN THE LAND OF THE CHRISTMAS TREE

by "Longships"



NORWAY is not for the speed enthusiast or those who enjoy covering long distances in the day—neither the roads nor the terrain permit such indulgences. But for an exhilarating holiday spent amidst the grandest scenery—from snow-clad mountains to peaceful land-locked fjords—Norway cannot be surpassed. That it is exhilarating is amply proved by the high-spirited hand-waves one receives from other cars, particularly those bearing a G.B. plate, and it was evident that if we found Norway an "adventure," so also did they.

Too few British cars are to be seen at present, but the number is increasing yearly. The visitor from these islands will find, moreover, that he is given an exceptionally friendly welcome, which in turn engenders a warm personal regard for one's Norwegian hosts, whose way of life is so akin to our own.

Norway is a mountainous country and care in driving,

therefore, is essential, particularly so in view of the narrowness of the roads combined with frequent bends and, in general, a poor surface. At the same time touring in Norway is perfectly safe, and well within the capabilities of even the smallest car.

Bergen is the usual port of entry from Britain; the North Sea crossing from Newcastle takes about 20 hours. The city, both the old and the new, we found fascinating, and although it is reputed to be always raining (the inhabitants, so it is said, are born with umbrellas!) such is not our impression of Bergen, for during our visit the sun shone with a warmth and brilliance equal to the Mediterranean—though far more bracing.

Clearing the Customs, our M.G. 1½-litre proceeded along the Tyskebryggen, or German Quay, past the picturesque timber-built houses which still remain from the days when the Hanseatic League reigned supreme in the city, and



*Descent from the plateau beyond Lake Halm towards Balestrand, with the Jostedal glacier visible across the valley*

*Below : A view that is expressive of all that the imagination pictures concerning Norway. Sheer cliffs rising from still fjords. This tremendous bluff towers above the Noerøfjord*



thence through modern Bergen into the open country beyond.

Norheimsund, or Hardangerfjord, a run of about 60 miles, was our first day's objective, and it proved a good introduction to Norwegian road conditions and scenery, including as it did the noted Tokagjel gorge, where the narrow, winding road clings—somewhat precariously, we thought—to the rocky face of the mountain. The most hazardous looking sections, however, have now been superseded by three

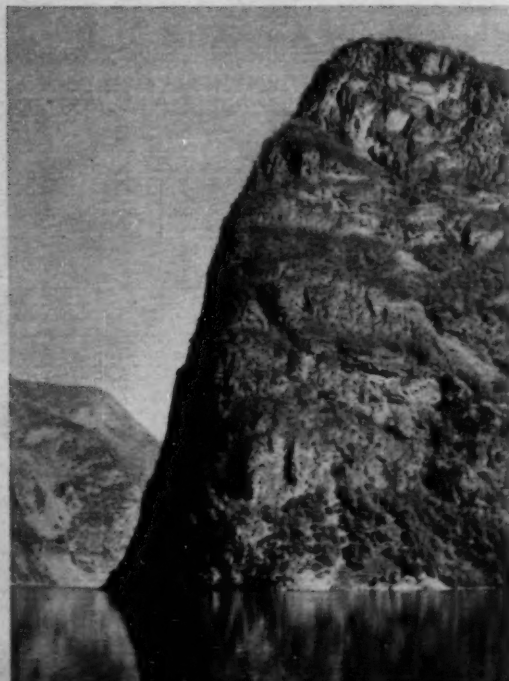
lengthy tunnels, where surfacing of the roadway was still in progress in the beams of lorries' head lights.

At Norheimsund we awoke to find the early sun glinting on the calm waters of the fjord, the distant mountains softly outlined through the summer haze—an idyllic scene. Later, after an appetizing Norwegian breakfast, we continued along the fjord and over the mountain beyond Granvin to reach the homely little ferry at Ulvik, where one drives on, facing outboard, and from the front seats of the car can enjoy in complete comfort the hour's run down the fjord to Brimnes.

Here the mountains close in so much that we wondered that there could be any outlet for a road. But there was, and soon, skirting the lakeside by Eidfjord, we commenced the long and steep climb upwards through the famous Måbødalen, the road twisting and turning continuously for some 11 miles, reaching a height of 3,700 feet. The 1½-litre took it comfortably, mostly in second gear, and it was pleasing to find that the engine temperature did not rise above 75 deg C, normal running being 68-70 degrees.

Unfortunately cloud and mist gave little opportunity for observing the scenery towards the top, but one glimpse we had, looking back down the gorge, gave a vivid impression of the height we had reached. Later, during the descent to Geilo, with the sun again shining, the road crossed a wide mountain torrent, the roaring mass of rushing white water, flecked with patches of pale glacier green, presenting a spectacle to which only an artist could do justice; it was typical of Norway's rivers.

From Geilo, in brilliant sunshine, so warm that we were glad to open wide all the windows of the car, we continued down Hallingdal to Gol, where a road branches off to Helmesdal, rising through pine woods to the plateau and keeping always by the river—peaceful in places but often foaming down between the mountain lakes. Everywhere Nature looked her loveliest, but even better lay ahead, as the road descended between precipitous mountains to meet the sea again at Laerdal, on Sognefjord.



## NORWEGIAN VENTURE . . .



Up amongst the snow as the road approaches Djupvasshytta the M.G. pauses beside a partly frozen lake

We halted to enjoy the scene, and left the M.G. temporarily unattended. But she had been observed by other, inquisitive eyes, and on our return there we spied a baby elk with its little nose almost touching the car, wondering, no doubt, what sort of strange creature it had met. A picture was attempted, but with a few graceful leaps the elk was off, up the mountainside—we were too late! At Börgund, farther down the valley, there is to be seen the 12th-century wooden stave church, beautifully designed and ornamented—one of the few Norwegian churches belonging to this period that still remain.

From Laerdal the car ferry took us to Kaupanger, on the north shore of the fjord, and it was here that we met the little English family who, from the registration number of their Austin A.90, came to be known to us as the "Emu's." Thereafter we frequently met, the Austin being easily recognizable by the reindeer horns decorating its bonnet. A happy *rencontre*, enabling us to exchange notes—and of a musical nature, too, when Godfrey, the youngest "Emu," became the proud possessor of a pair of cow bells. We should not repeat this, but sad to relate, the cow bells subsequently became confiscated!

At Sogndal, beyond Kaupanger, the M.G. headed inland towards the Jutenheimen or "Home of the Giants," the road rising steeply on to the plateau amidst the wildest scenery,

frozen, snow-covered lakes being passed on either side. It is, in fact, the highest through mountain road in Northern Europe, reaching 4,690 feet. By a more gradual descent we came to Elveneseter, where we found an hotel of which the interior decoration and furnishings were carried out in traditional Norwegian style. The very charming female staff were, in addition, dressed in national costume of elaborate and colourful design; altogether a very happy choice of an hotel.

Then came perhaps the most memorable day of our Norwegian venture. Our road at first followed the river to Lom, where it met the main road to Geiranger, through Grotli. It is a fast road for Norway, but with a loose, stony surface, of which we were made all the more aware when an overtaking car threw up a stone that left a permanent mark on the M.G.'s rear door and wing, the impact being both unexpected and alarming.

Beyond Grotli, past lakes still covered in ice-floes, we came to the remote hamlet of Djupvasshytta, whence a quite remarkable toll-road has been constructed to the very summit of Dalsnibba mountain, 5,400 feet. A charge of 5 kroner is made—it is worth it!

## Going Up

There is nothing hazardous about the climb, but one does seem to be reaching heavenwards in remarkably quick time even though, for considerations of safety, in low gear. It would be a very *blæsé* driver (or passenger) to whom the ascent failed to give a thrill. The view from the top, where there is ample room to turn (but no protective barrier!), is most impressive. All around are snow-clad peaks and ice-fields; some of these one actually looks down on, while far below a tiny white ribbon marks the road as it winds in almost incredible curves ultimately to reach sea level down at the fjord at Geiranger.

On very exceptional occasions the M.G. is allowed to fly her own particular little White Ensign, and Dalsnibba was, we felt, such an occasion, the Norwegian flag on its lofty staff, marking the summit, providing an appropriate background.

Returning to Grotli a rough and narrow road, with the snow piled high in places on either side, leads over the plateau to Videseter, where it descends steeply by many twists to the luxuriantly green valley at Hjelte, continuing



Down by the lakesides the scenery is friendly. This is the typical Norwegian road that runs through Helmsdal

thence by Stryn Lake to Loen, which is at the head of the Nordfjord.

At Loen we broke our journey for a few days, exploring Loen Lake and visiting the Kjenndalsbre, a spur of the great Jostedal icefield, the largest in Europe. The walk to the foot of the glacier, through a wild, boulder-strewn cleft in the mountains, with watercourses spanned only by a single insecure plank, repays one in full for the roughness of the going.

Another enjoyable day's run brought us to Hellesylt, on Geirangerfjord, past typical Norwegian turf-roofed farms where we watched the special breed of fjord ponies, fawn coloured with close-cropped manes, bringing in the harvest. There was, too, the remote but fascinating by-road through Norangsdalen to Oye, where sheer precipices of rock

brought us again to Kaupanger, where we re-embarked for a further three hours' voyage to Gudvangen, at the head of Naerøfjord. With precipitous mountains on either side and ever-changing views to be seen from the deck of the ferry, the passage up the narrow, winding fjord is one that leaves an indelible impression.

Gudvangen possesses a small but comfortable hotel, and from it, next morning, we set forth along by the river up the famous Stalheim gorge, wondering how the steep climb at the end, which makes the ascent of the Stalheim cliff, would suit the M.G.

It is steep, climbing in zig-zags to a height of 1,640 feet in exactly one mile, as recorded on the car's speedometer. The gradient is said to be 1 in 4, but on meeting the "Emu's" later on, at Voss, we were both agreed that it does not compare with Porlock, where the two acute bends really are steep. It would not be fair, or correct, to say that the M.G. laughed at Stalheim, but she was not in any way put out by it. The engine temperature rose to 84 deg C—a record! The view looking back down the gorge is world-famous, and certainly impressive. It came, we felt, as a fitting climax to our Norwegian holiday.

Two days later we were at sea on our way back to England, but firmly resolved that it should not be our last visit to a land where one sees Nature at first hand, and scenery such as we have not met with elsewhere in all our varied wanderings.

## Auto Ecole

THE expression of driving instructors is international; it wasn't very difficult to translate comments on crashed gears and over-hesitancy. The only time I had to appeal for interpretation was at a red light where I mistook his "*Feu rouge*" for *gauche*. The dual control brake and clutch came into operation, and I said frantically, "Tell him the clutch pedal has stuck to the floor."

It was a 4 c.v. Renault, and, with the gears plainly labelled, was not difficult to drive. Keeping to the right was perhaps the easiest part of driving in Paris; the right-hand rule the most difficult. I found myself at first looking fearfully in all directions at the frightening whirl of traffic. "Keep to your line," the instructor repeated, "cars can pass on both sides."

The vortex of the Etoile, and I braked at the concentration of traffic bearing down on me from the left. "Go on; they must give way to you." So I shut my eyes (not literally) and accelerated. They did stop, too, those green single deck buses, low Citroens and beetling Renaults. Phew!

Holding firmly to the wheel, I achieved a daring speed of 25 m.p.h. on the Champs Elysées. "What is the limit?" I asked, nervously, approaching a policeman. "No limit," was the reply—"only *la prudence*." I slowed for some pedestrians and was urged on. "Don't stop for pedestrians." It crossed my mind that it was not only nerves, after all, which made the crossing of Paris streets such a hair-raising experience to the British.

It was a long time before I found the driving mirror, which was on the right, and when I did find it the *pareu* over which we were running gave everything behind a blurred, half-of-mirrors outline. If there is an accident, I was glad to learn, the car with an Auto-Ecole sign is always assumed to be in the right; other cars must keep 6 metres away from it.

I soon got used to the instruction in French; whether the instructor got used to my continual flow of muttered exclamations and self-advice, I don't know. They are used to my muttering at home, but I saw him looking at me strangely once or twice—"Oh, of course, I must keep to the right. Now what on earth is he going to do?" He was a friendly instructor, and pointed out the Arab quarter of Paris and the grape-vines of Montmartre, as of interest to strangers in his city. "*A gauche, accélérez, tenez la droite.*"

O. H. C.



dwarfed the car and Slogden mountain reared its pinnacled tip nearly 5,000 feet into the sky.

Leaving the Nordfjord behind, the M.G. made a fast climb up the many zig-zags over Utvikfjelle, the surface being good and the road itself of unusual width. Thence we came to Jølsterfjorden and the picturesque village of Skei, its tall, spired church reflected in the quiet waters of the lake. Subsequently, as the miles went by, an increasing hunger marred our appreciation of the scenery until, reaching the summit of the pass over Rørvik mountain, we happily came upon a wayside café where our needs were most satisfyingly met.

There followed a long gradual climb to the shores of Lake Holm, remote but beautiful in its mountain setting. Then, with dramatic suddenness, a bend in the road brought into view a vista of majestic mountains, directly ahead, of such grandeur that we literally gasped at the surprise of it.

Below us our road twisted and turned in tortuous curves 2,000 feet down into the valley, and so, almost breathless, we came to Balestrand, on the Sognefjord. There for the whole of one day we lazed in the sun by the fjord, our feet dangling in the warm, limpid blue water, the pine trees giving us shade. As the poet Omar might have said, it were heaven enough!

On the next stage of our journey the M.G. forsook dry land almost entirely, leaving Balestrand for an hour's run up the fjord to Grinde, after which a few miles of road





*The*  
**Autocar**  
**ROAD**  
**TESTS**

No. 1584:

**AUSTIN A.30 COUNTRYMAN**

*Neat and businesslike sums up the appearance of the Countryman. The shape of the body and door panels adds strength and helps to prevent drumming. A guttering extends round the extremity of the roof line*



*A narrow track is useful in rural conditions; there is provision for a starting handle and the bumper gives very reasonable protection*

**T**HE estate car, station wagon or utility—call it what you will—is a familiar sight. Before the days of large luggage boots this type of body was more often seen in countries where the owner was accustomed to taking all his personal luggage with him—especially in Africa, India and lands where railways were few and far between. The estate car type of bodywork thus became very popular. In addition to having a greater load-carrying capacity than the normal saloon car the extra floor space proved very useful on long journeys where hotels were few, as it was possible to sleep under cover in comparative comfort.

Motorists all over the world have now discovered the advantages of this type of body and for some years manufacturers have been building them on a quantity production basis. One of the latest, and certainly among the cheapest, is the Austin A.30 Countryman. It is light in weight, economical and comfortable, but small enough to park in a space which would have to be ignored by the drivers of most vehicles.

The engine is the smallest of the Austin range. It is identical with that fitted in the A.30 saloon and, to enable it to deal with the extra load which the Countryman might be expected to take, the axle ratio is raised to 5.375 to 1 from the 4.88 to 1 of the saloon. To obtain data which would approximate to conditions of everyday use, the Countryman carried throughout the Road Test 3 cwt of ballast made up of six canvas bags each containing  $\frac{1}{2}$  cwt of gravel. Four of the bags were placed on the platform and the other two occupied the space behind the front seats.

This load did not appear to have a great deal of effect on the performance. The engine would pull away quite cheerfully in second gear from standstill and first was required only when moving off on a gradient. Fish Hill, near Broadway, was climbed easily in third, the laden weight being over one ton. This indicated that the A.30 Countryman should be capable of carrying its full load of five

hundredweight in addition to the driver practically anywhere on a made road.

A pleasant cruising speed on main roads was at an indicated 50 m.p.h. on the near-accurate speedometer, and it was not difficult to maintain average speeds approaching 35 m.p.h. in favourable road and traffic conditions. Driving hard through hilly country had the effect of making the petrol consumption fall to 36 m.p.g. from the remarkable figure of 48 m.p.g. which was recorded with the minimum use of the gears and keeping the speed below 40 m.p.h. The fuel tank has a capacity of 5½ gallons and appears to require filling very infrequently. When it was necessary it was a rather slow procedure, as petrol blew back at anything over half-flow from an electric pump.

Adequate power was available immediately after the first start in the morning and little use of the choke was necessary. At all speeds the unit was noticeably smooth and it pulled well at low r.p.m. The maximum torque of 40 lb ft is developed at 2,200 r.p.m. Those drivers who prefer to change gear as little as possible would find the Countryman well suited to their method of driving though the gear change itself is an easy one, and the synchromesh on the top three gears is effective. First speed on the model tested was a little noisy and at times difficult to engage from rest; clutch action was light and take up smooth on full load.

An efficient braking system should be part of the equipment of all vehicles but this applies even more so to one such as the Countryman, which might be called upon to operate heavily loaded in hilly country, for a laden car on a gradient requires a considerably increased effort to bring it to a halt. The A.30 brakes were up to all that was required of them during the Road Test. Only a light pressure was needed for all normal braking and there was no sign of unevenness during the brake testing. The hand-brake held the laden vehicle on a steep gradient and the lever, placed by the right side of the driving seat, is easy to reach.

Steering and road-holding of this small Austin are good, although the effect of the three hundredweight of ballast was noticed if the car was driven fast round a corner. On a wet or slippery surface the back of the car would slide a little, but response to correction was immediate. There was good directional stability at speeds in the region of 60 m.p.h. on straight roads, and once the driver realized the fact that oversteer was introduced by a load carried



The single rear door is hung on strong hinges, and the handle is provided with a lock. Half of each side window slides in its frame

over and behind the rear axle he could drive accordingly.

The suspension gave a good ride over many different kinds of surface. Taken down a mild trials hill in the Cotswolds which had a deeply rutted surface, the Countryman caused no undue discomfort, and springing and spring dampers prevented any bottoming in spite of the rather heavy load. As this type of vehicle is often called upon to operate off the beaten track it is a pity that the petrol pipe near the tank and the pipeline for the rear brakes are both in rather vulnerable positions for cross-country motoring.

There is a good, if somewhat upright, driving position. The short bonnet, which slopes down between the front wings, enables the driver to see obstacles close to the car and the Countryman can be driven along narrow lanes and through gateways with confidence, and with room to spare in most cases. The large side windows help in manoeuvring and make the car a very good choice for use in crowded streets. It was in these conditions that the flexible pull on the driving side door became a nuisance as it rubbed the driver's elbow. The pedals are widely spaced, and there is room for large feet in the driving compartment.

There is a maximum interior width of 3ft 10½in, with 2ft 10½in between the wheel arches, and with the back of the rear seat folded down there is a platform length of 4ft 5½in

The interior finish is practical but not austere. Each door has a flexible pull strap; door windows are opened by a finger grip at the top. Counterweighting provides a smooth action and they remain set at any opening



By tipping up a front seat it is a simple matter to get into the rear compartment. The floor mats can be removed with ease for cleaning



Spare wheel and the tool kit are housed in a separate compartment. In this view the rear seat is erected, showing resultant space; the width of the door opening is just over 2ft 7in

### AUSTIN A.30 COUNTRYMAN . . .

The twin windscreen wiper blades fitted as standard were appreciated, as a small car always seems to get its screen dirtier than a large one; the blades cleared a good area of the A.30's screen.

It was a pleasure to drive at night because of the excellent beam from the head lights. The main beam was more than adequate for the speed of the car and in the dipped position cyclists and pedestrians could be picked

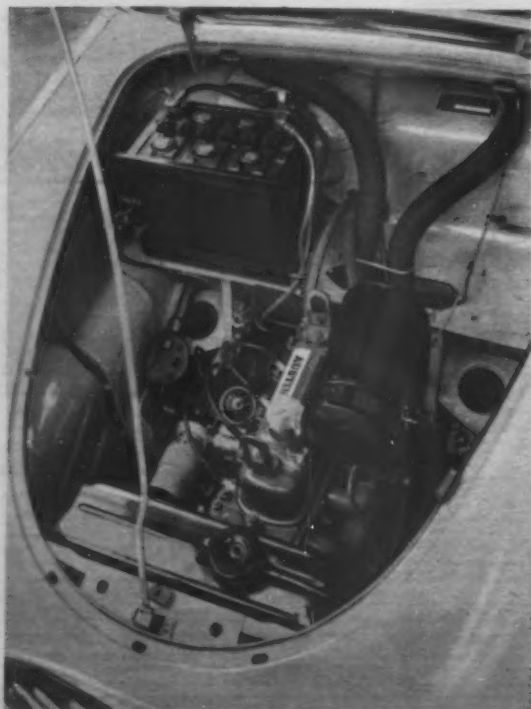


out easily in spite of oncoming traffic. The lights are controlled by a small switch which projects from the right side of the steering column, and is operated without removing the hand from the steering wheel.

There is a single-note horn operated by a push button in the centre of the wheel boss. Semaphore-type direction indicators are supplied and these have a switch on the fascia. They are not self-cancelling, but there is a bright warning light in the switch. The instruments are well lit and there is no reflection in the screen. A small light under the panel comes on when either side door is opened, but there is no roof light behind the seats.

The interior is well finished in p.v.c.-coated fabric and the four seat cushions have foam rubber fillings; they are firm and comfortable. The front seats are adjustable for leg room, and although when the driving seat is right back, as for a tall driver, the space in the rear seat on that side is somewhat limited, there is good room in general for four adults. The back rests of the front seats tip up, and also the whole seat hinges forward. This greatly helps entry to the rear seats.

With the rear seat in use some of the space is taken up by the rear wheel arches, but these also serve as arm rests. The back rest of this seat has a good depth of upholstery. It is held upright by two small screwed hooks which engage in brackets fixed to the side of the body. Hinged behind and to the top of the back rest is the extension which folds down to make a continuous flat floor behind the front seats. The back rest is covered in fabric; this would be better if it were protected with metal rubbing strips as the p.v.c.-coated cloth could easily be torn by a heavy box or case. The main floor of the rear compartment is of widely ribbed pressed steel. When the back



Large bore flexible pipes lead from the heater, when fitted, to the demisting vents. Oil vapour from the rocker cover is fed to the carburettor air cleaner. As usual with B.M.C., the engine is fitted with lifting eyes





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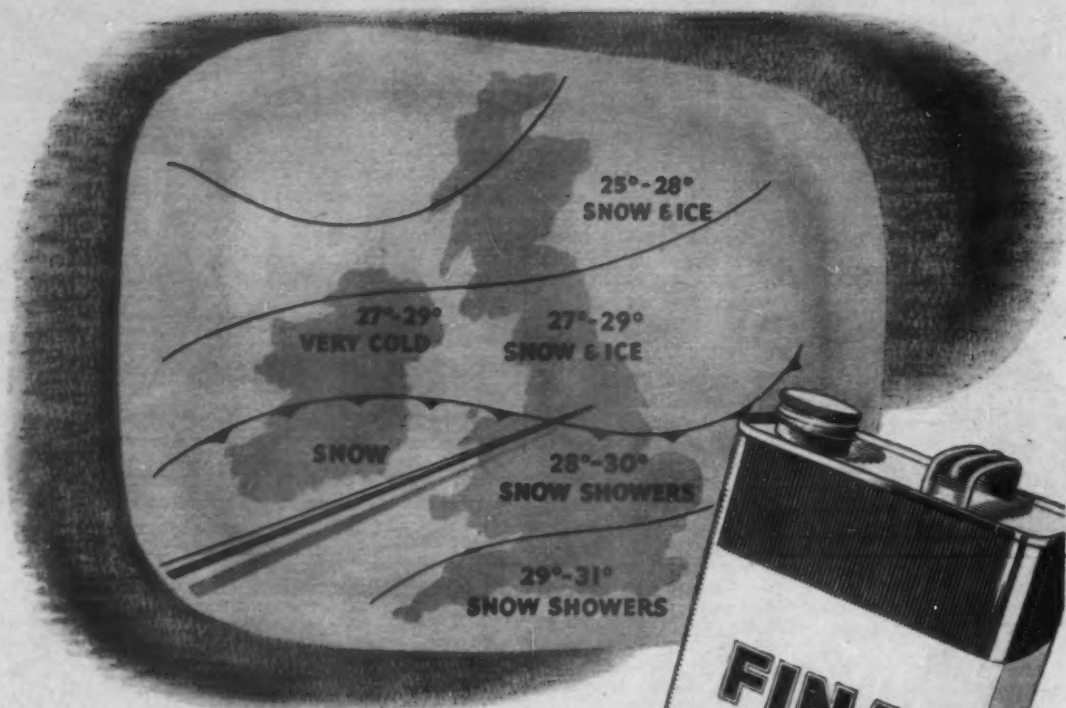
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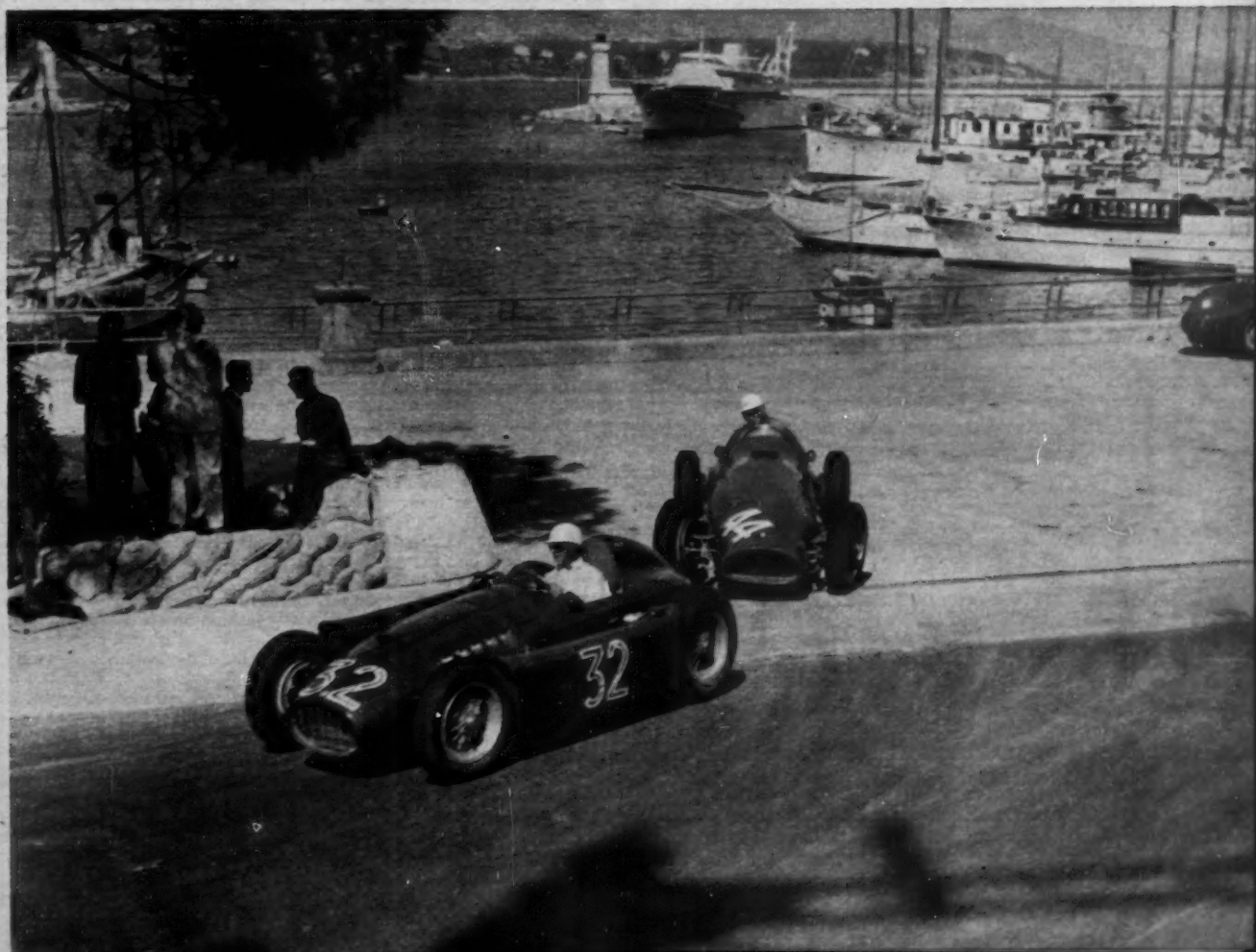
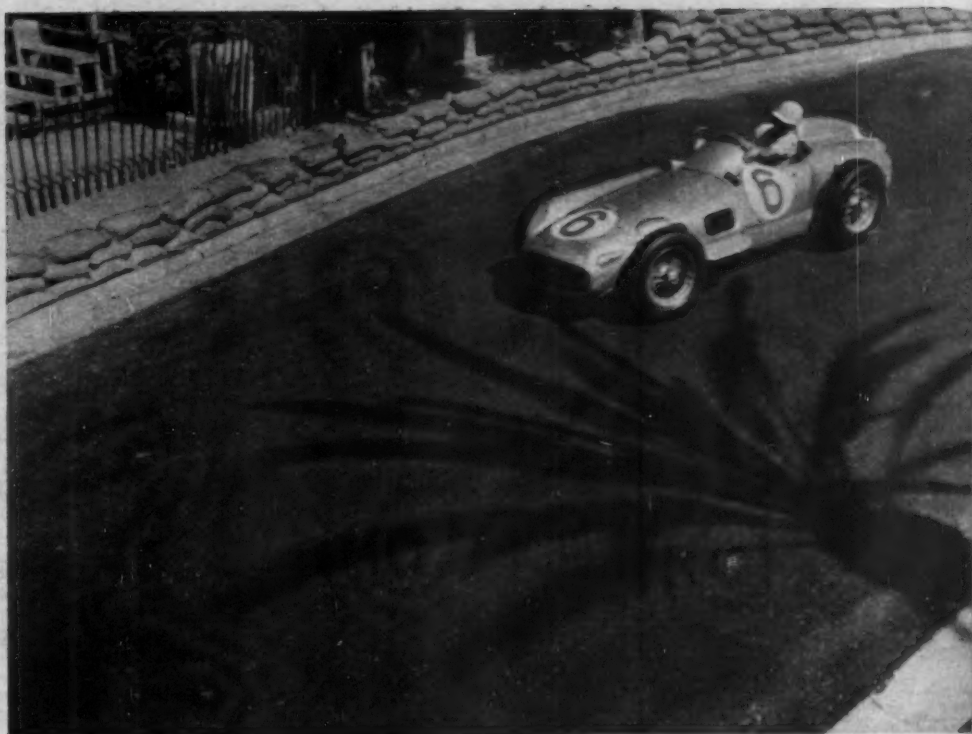
## CHRISTMAS SUNSHINE

*In the Ragbag . . .*

. . . of unused photographs, leftovers at the end of the racing season, there are always some whose news value is overshadowed by their pictorial attraction. Their publication, therefore, becomes decorative—a matter of eye-appeal—rather than functional to elucidate the race report

*Superelevation and subdepression: One of the new Monza's banked curves, thrown into shadow by a setting sun, is reflected in an outsize puddle. The car is Castellotti's Lancia which, together with the rest of the Lancia team, did not start in the Italian Grand Prix last September*

*Right: In Monte Carlo's brilliant sunshine last May, Stirling Moss takes the Mercedes round the Station hairpin in the Monaco Grand Prix. Moss was later to retire with a broken oil pipe. Below: Same race, same sunshine, and some of Monte Carlo's colourful prosperity lying beyond: Trintignant, in the winning Ferrari, prepares to overtake Chiron's Lancia down by the harbour*



## CHRISTMAS SUNSHINE

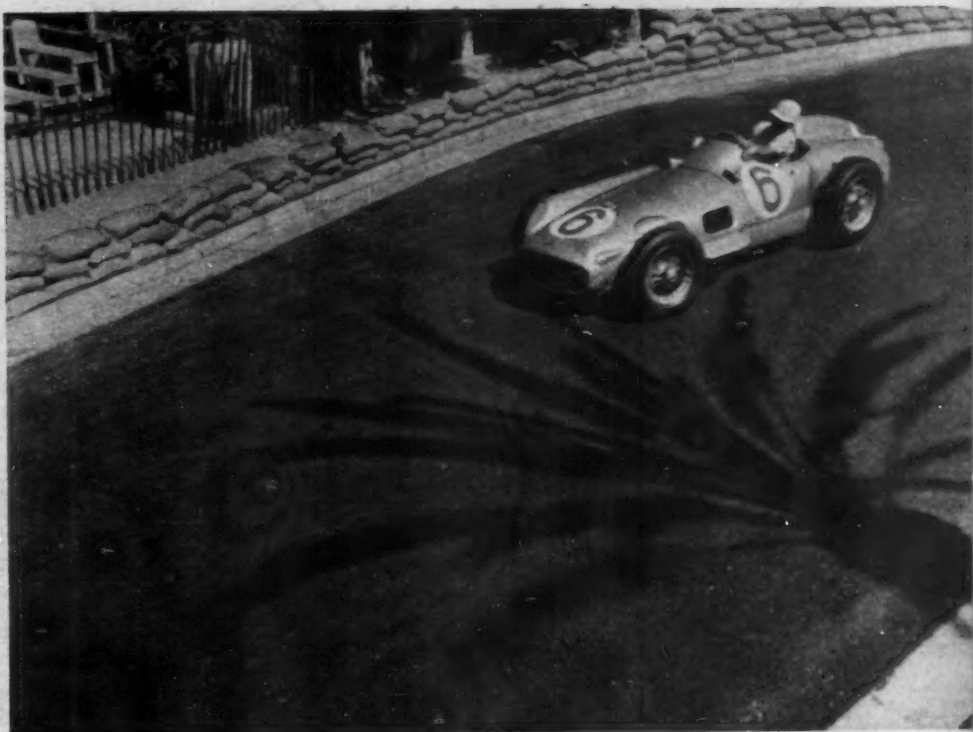
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# DRY WALLS AND WOOL CHURCHES

*Local lass makes good with map*

BY SHIRLEY CARPENTER



IT is like a jig-saw puzzle, making a Cotswold stone wall, explained the Gloucestershire lass. To anybody but a craftsman, the job is long and requires infinite patience; the big stones must be picked out for the base, and then smaller ones filled in. No mortar is used and the balance is so perfect that the walls, when skilfully built, last for a very long time. The pattern of grey stone parallels which follow the curves and dips of the Cotswold hills and border the roads and lanes is as satisfying as a tessellated pavement, yet more restful, the eye following grey lines which close up and merge into the green distance, obeying the law of perspective. A certain proportion of the new houses in

Gloucestershire must be built of local stone, she told me; these, of course, do make use of mortar, and aggressively new cottages soon weather to the characteristic mellowness of the district.

A loud squeak developed in the back of the Morris Minor at that point, and there was silence while we investigated. It was nothing more than a chafing spring in the seat squab, and experiments showed that concerted attack from two passengers leaning back hard at the judicial moment silenced it for a few hours.

We had stayed at Banbury overnight and chose the quiet route: Swalcliffe, Shipston-on-Stour, Moreton-in-Marsh, Stow-on-the-Wold. Part of the charm of the Cotswolds is in the name of village and town, mostly double-barrelled. It must take twice as long to letter the signposts there as anywhere else in England. The Chippings, the Swells, the Slaughters, wear a smile of bright-coloured flowers which belies their fierce sound, like the good nature which is hidden behind the bared fang of a bulldog. The villages are neat and trim, and the inhabitants have an incentive to keep them nice in competition for the Bledisloe cup, presented to the best in Gloucestershire. This was mentioned hastily in quick defence of the county when I cast a slight doubt on its road sign consciousness, for the native guide took responsibility for the district on her own shoulders.

Turn off the Fosse Way (A429) to get to Bourton-on-the-Water. The New Inn has an unusual sign: a model of the old façade shows from one side, with the word "Old" underneath. From the other direction it is the "New" building, and Inn reads underneath for both. Cars can be parked nearby, and here is the place to stop if you want to see the model village, entrance to which is behind the hotel. Sixpence unlocks the turnstile for each person.

The chimneys are at elbow height, and the proportions of Bourton-on-the-Water in miniature are perfect, the copy faithful and in stone. The River Windrush pretends to flow through—just as the original does, with clear, shallow water, not many yards away in the real village. There are graceful concrete bridges, which a foot almost obliterates so that one feels like Alice in Wonderland when she had consumed the very small cake marked "EAT ME" in currants and had grown so much that she contemplated sending new boots to her feet by carrier. The trees are dwarfed to fit in, and the flowers small rockery ones. The miller (in stone) was standing in portly fashion on his doorstep near a waterwheel. A full-size hosepipe had its mouth right inside somebody's front door; perhaps the chimney was on fire!

From the delightful model church wheezy strains of *Alleluia* emerged; it is fitted with a full complement of pews and stained glass windows which can be seen from inside by putting an eye close to a peephole. The clock goes, and the remarkable thing about this church is that it even smells slightly fusty as old buildings do, and the stone looks worn inside. I must confess that in the model, any-



Great Tew: "yellow-tinged cottages, leaded windows . . ."

Stanton: "Stone cottages sprawl up the street towards the overlooking hill"

way, the Baptist church had a newer record and *Brother James' Air* came forth in all its beauty. Outside was a small example of an appeal notice for £4,000 needed for repair. Before leaving one can see a model of the model village, the whole thing over again only much smaller, but with husky music still coming from the diminutive church.

By this time the sun had come out; in London they were having torrential rain. We went back to A429, turned right and then left, following the signpost for the Slaughters; it was a narrow road. At Lower Slaughter there were ducks in the road which ran by the river, one of which opened his beak to quack a protest at the invasion of his village by a motor car. A row of houses looked on to the water. By way of Upper Slaughter and Lower Swell we got back to Stow, turning left and left again for the Upper part of Swell. What a pity that puns have gone out of fashion!

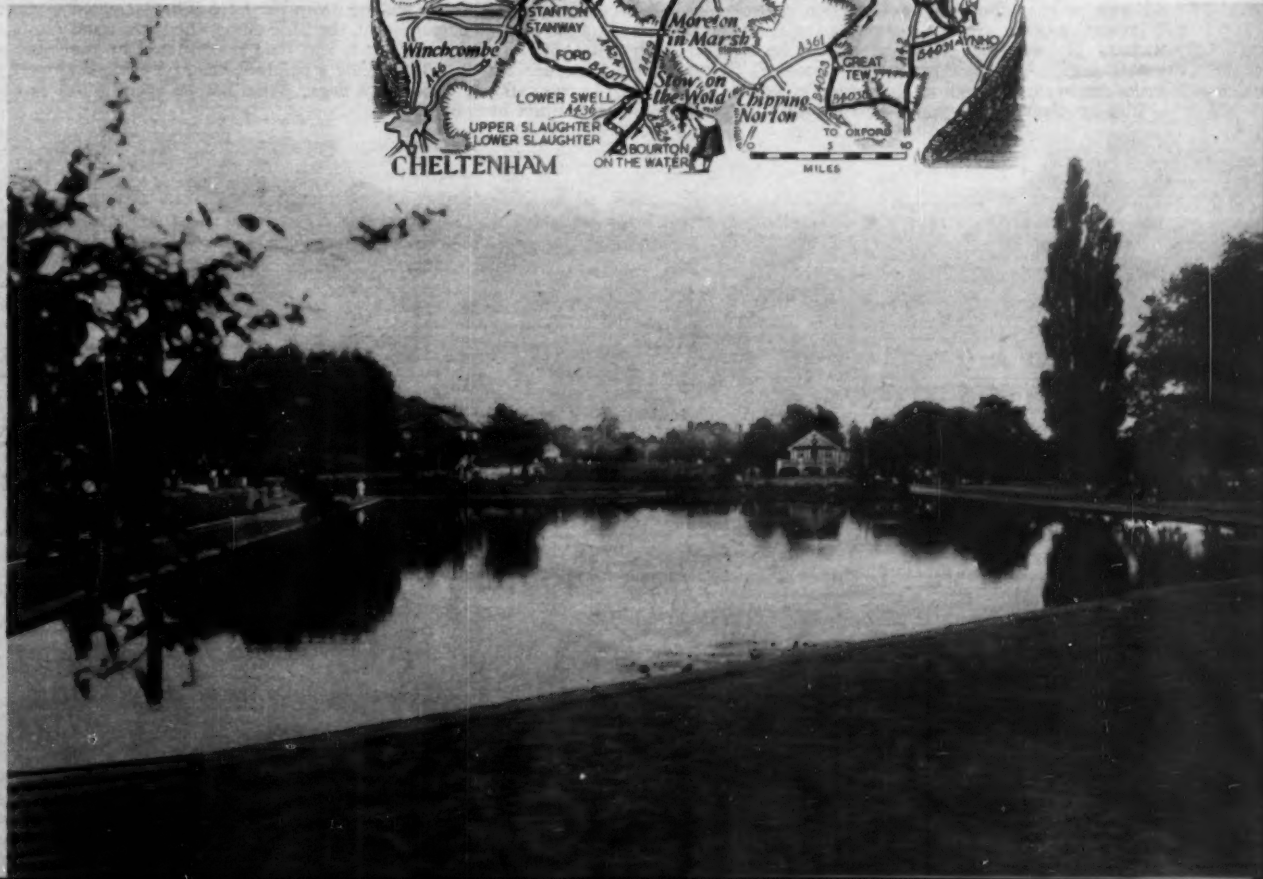
Leaving these complicated names behind, we were soon running over the top of the Cotswolds, on B4077, thinking how beautiful the view would be on a day without mist. Linnets rose at the car's approach, and there was willow herb to remind us that this glorious summer was passing. At Ford the road descended steeply past the old inn, and from Stanway Hill there was a vista of a valley and slopes half hidden by the atmosphere. The clouds rolled away from the sun again, and we turned right to Stanton past the Inigo Jones archway.

I would like to say that Stanton is horrible and guard the knowledge of it selfishly, storing the village behind a



locked door with the key available to myself only, whenever I wanted to visit it. It is off the beaten track, and does not boast to be the showplace of the Cotswolds; the stone cottages sprawl up the street towards the overlooking hill, and as it is no through way for cars there are not hordes of tourists. We parked the Minor and strolled along

Stratford-on-Avon: "Liked it better away from the hub of activity"





## DRY WALLS AND WOOL CHURCHES . . .

on foot, admiring the brass door knockers and the flowers: hollyhocks, petunias, nasturtiums, marigolds, sweet peas, antirrhinums, all the profusion of blossoms which goes to make a cottage garden gay. There were so many cats with distinctive black tails and white bodies that we suspected it to be the local feline family.

The navigator could remember the old lady who used to keep the village post office. As we passed one thatched house the smell of burnt toast mingled with the scent of flowers, and we wondered who was having blackened bread for Saturday lunch.

Do you wonder why I prefer not to share Stanton?

Broadway . . . well, perhaps it is kind to say that it is a delightful place—in the off-season—and much nicer when one has passed the tourist centre and climbed towards the hill. It is, as Gloucestershire remarked distinctly, in a neighbouring county, Worcestershire. Some of my companions liked this famous village, and it is indeed very pretty. Anyway, it should be included in a Cotswold tour, even if only for the joy of mounting the sweeping curves of Fish—or Broadway—Hill to the Fish Inn. There are wonderful views from the top on a clear day.

Gypsies had made a camp by the side of B4081 and their washing was spread out to dry on a stone wall; it is a high road, and Chipping Campden first appears as a collection of houses and a square tower many feet below. The church gives an impression of flatness, induced by the lower arches of the perpendicular period and the restraint of the flat, wooden roofs. There is little stained glass, most windows letting in the light through diamond panes of pastel-tinted glass. Find your way to the chancel and examine the interesting brasses on its floor, which include a series of small figures, seven little boys on the left and six little girls on the right. Presumably an indication of the number of children.

The brasses are of wealthy wool merchants, recalling the fifteenth-century boom of the wool trade, the proceeds of which went to the building of many a perpendicular church. William Grevel, described on his brass as "The Flower of the wool merchants of all England," left a lot of money in his will for the rebuilding of Campden parish church.

Preserved under glass is a cope dating from the time of Richard II; why did medieval artists depict eyes with central pupils, like those in modern cartoons? They always make one want to laugh in the wrong places.

William Grevel must have been a philanthropic gentle-

man, for he also endowed the row of almshouses near the church. As we walked back towards the butter cross, there was a tramp asleep on the grass which flanks the road, his bundle beside him. A cottage door was open from the waist up, showing a corridor lined with companions for the hunt and shoot, above which stood an old notice warning, "Poachers take heed, Before after game you proceed, Beware of man-traps and spring-guns." I do not know the story behind this, or perhaps there isn't one.

At Stratford-on-Avon the usual crowd of trippers and tourists greeted us, milling round the flower-bedecked theatre and the river. From a skiff the notes of a ukulele floated up, and we left the crowded road for petrol. In the dead centre of the garage entrance was an enormous black cat, who disdainfully plonked himself down when the horn sounded gently. Perhaps this was lucky for, having left the Morris in the large car park, we strolled round the town, and liked it better away from the hub of activity. Whatever the surroundings, the memorial theatre always gives one a sense of pilgrimage, for such a high standard of entertainment in a county town surprises. When the crowd surges out after the evening performance, drunk with the poetry of Shakespeare and not yet back in the world of the present, there are fairy lights to greet them, hanging like strange blossoms from the trees.

As a postscript to this tour, there are two delightful villages near Banbury which, although not truly in the Cotswolds, have an affinity with them because the pattern is built up in stone. One is Great Tew (A361 then B4022) and the other Aynho, at the junction of A41 with B4031.

Great Tew is a forgotten triangle with yellow-tinged cottages, leaded windows, chintz curtains and TV aerials. The lanes from the triangle peter out into unmade tracks which are a great temptation to anyone fond of walking. In the full foliage of summer, the evergreen trees planted by a landscape gardener—John Claudius Loudon—in the early nineteenth century pass unnoticed; they were put there to beautify an already attractive village.

Unless you travel by perambulator, invalid carriage or pedal cycle (pushed by hand), the car must be left outside Aynho village, so we walked down the steep hill, fascinated by the high stone pavement, the little alleys, the salvias and the different levels of house and road necessitated by the contour. A little boy banging a painted shield followed us; he was carrying Union Jack flags. What had he been up to this quiet morning?



Lower Slaughter: "Invasion . . . by a motor car"

## PRACTICAL PAGE

## Rust and Rot in Bodywork

**E**XPERIENCE has taught motorists that in winter, with its clinging damp and condensation, the rate at which steel bodywork rusts is greatly speeded up. Even in the worst summer, the occasional fine day and sunshine will dry out the inmost recesses.

There is no need for a motorist to stand back as a helpless spectator when there is so much he can do, so effectively, to preserve bodywork. The most rapid depreciation may be expected in the chromium-plated steel fittings; the few original fittings or added accessories which are based on rustless metal are fairly immune. Chromium is porous, its structure as plating somewhat resembling microscopic fish scales, and it needs various undercoats of non-porous metals. Where there is elaborate shape or sharp corners, it is impossible to plate soundly.

Once the idea of porosity is grasped, it is easy to see that anything which seals pores will protect, for instance stiff waxes, oil or colourless greases, paying attention to any hidden parts from which rust can spread under the plating to the surface. By tending to collect dust and dirt, greases and oils may impair the brilliance, except immediately after application, and waxes tend to dry up. But they are all far better than complete lack of protection. There are many clear celluloses available for painting over plating, and they adhere fairly well, in spite of the fact that undercoats cannot, of course, be used. If they perish or discolour, they can be removed with cellulose thinners quite easily, and be renewed. But lacquered plating never seems to be (or stay) as brilliant as bare plate.

Very dilute phosphoric acid, after use for some time, phosphides the steel under the plating, leaving the surface unaltered, although after application a white deposit is left which washes off. It also removes any existing red-brown staining from rust exuding through the pores—a purpose for which abrasive metal polishes should never be used. Iron-mongers sell it as rust remover under the name Jenolite. As far as *The Autocar's* tests over the past few years on chromium protection have gone, this phosphiding seems about the best way.

## Wax—no Wane

Cellulose is also porous, though to a lesser degree, and both the finish and the body beneath benefit from a good waxing which has the additional advantage of affording useful although not complete protection to the steel under any scratches or finish imperfections. There is grave chemical danger to paintwork in several things which can produce irreparable spotting in a single day. A London "smog," salted roads, sea spray and a cloud of steam and smoke from a locomotive, for instance! The last-named has been known to ruin the finish of a car after it had been smothered during a wait at a level crossing. Any such contamination should be washed off, preferably with detergent, and preferably the same day.

Most rusting panels will have been found to have rusted on some hidden part, some area covered by a styling motif, or door handle flange, where they are bent round to grip neighbouring panels, or where they are united by spot welding. In such places paint may be incomplete and damp may harbour, and rust has taken a firm hold by the time it spreads and appears on the large and gleaming exposed surfaces which engage so much—perhaps too much—of the proud owner's eye and time.

The bottom edges of all bodywork should be particularly watched. The removal of trim panels, or at least the easing open of their lower part, enables the insides of doors to be inspected. If there are no drain holes, or blocked ones, adequate drains should be drilled. There may be sufficient

trapped water inside a door to rust steel, but insufficient to reveal itself by making loud splashing noises, as has been known to occur!

Grease, and the bitumastic rubber compounds often used for coating the under-car, are suitable interior protections. The inside bottom of the scuttle panel is also worth inspecting. Finally, before considering the underside, there are the hidden surfaces between the wing flanges and body sides, which are surfaces where rust originates, to cause structural weakness and to spread outward to visible surfaces. They are often sealed from above by a beading, but imperfectly. It is good practice to dribble thin oil down each side of each beading, letting it disappear into any flaws, and after some time wiping off all surplus. The wing flanges, especially if they are lightly rusted already, will become oil-impregnated.

The tough rubber-bitumastic undercoatings for cars have aroused a lot of interest and gained a following. They are now of sufficient seniority for it to be said that they do remain soft and tough for many years, and that their adhesion remains good. Their application is often by spraying through special plant, but they can be applied by brush, though in this case an even coat is more difficult. They are rather messy to apply and, if the car is not new, a garage job of steam-degreasing the underside may be necessary first, for they will not grip on oil. Oil usually attacks them a little, which does not matter a bit, for any part which is exposed to oiliness is thereby protected from corrosion.

## Soft Underbellies?

Such coatings are excellent for integral construction cars, where there is an even, welded-up underside. But in cars which are a bolted and riveted assembly of a separate chassis, body, wings and floorboards, the chassis being a hollow section, there are a great number of crevices and overlaps in sheet metal. So such cars are best protected by a really conscientious spraying with a heavy penetrating oil, which will reach anywhere that water can reach. The best service stations make a good job of this, and its protection lasts a long time, but some spray in a very casual and remiss manner. The top flange of the chassis and the body sill are a joint where the separate chassis rusts most, so there should be a thorough squirting along there.

These measures will keep the body of a popular car sound for ten to twenty years, though during that period the paint will weather and need renewing more than once! Most of the things which it is well to do are necessary perhaps three or four times a year. There is one conversion point that may be noted. Sponge rubber, often used for sealing luggage or tyre locker lids, holds water and rusts the edges in contact with it. Strip rubber sealing, or rubber tube, does not have this drawback.

Some popular cars of twenty years ago are still in good condition because they have had little winter use, and because they have been kept in a good garage, with a paraffin or other heater going. They have not rusted away because they have spent nearly all their lives in dry conditions. A bad and unheated garage, with a floor showing damp and condensation on the walls and ceiling, is probably a worse condition for a car than parked in the open in fine winter weather.

But those who have to park in the open all the time, for lack of a garage, have good reason to be uneasy about their cars. Wet ground seems to keep the chassis above it wet. Moreover, in big cities, the dew, rain and fog are laden with corrosive products. A cover seems a good idea, provided the wind does not make it chafe the paint and it is not put over a wet car, trapping damp. In summer there is a snag: a damp car under a summer sun can have hot damp applied to the finish, blooming and spotting it.

J. R. D.

D

# DETROIT NOTEBOOK

## Fight for Prestige

THE battle for prestige leadership in the U.S. auto industry is on in earnest. Nobody except a few company executives will argue the fact that Cadillac has been top dog for approximately 17 years. In other words, when you own a late-vintage Cadillac the world is supposed to know you've arrived. This idea is more than just theory here in America. Cadillac ownership in this country carries fully as much prestige as Rolls-Royce ownership in Britain. It's crazy in a way; the price ratio between the first cost, and that of a low-priced family car like Chevrolet is around 2½ to 1, whereas the price ratio on a Rolls in Britain is 8 or 10 to 1. By squeezing the pennies, a man in the low-middle income bracket can own a new Cadillac in this country (and lots of them do). And yet the car carries with it the prestige accorded the one per cent of the population, income-wise!

So obviously this nebulous thing we call prestige leadership is a golden apple in our auto industry. Its tangible benefits spread far beyond the profit margin earned on the prestige car itself. The entire company that builds the car gains a big shot of public esteem. Every General Motors division benefits from the Cadillac; who knows how many Oldsmobiles and Chevrolets the Cad prestige has sold?

Serious attempts have been made to unseat Cadillac in the last few years. Lincoln had every hope of doing it after they introduced their new o.h.v. V-eight engine in 1952 and started by winning the stock car division in the Mexican Road Race. Their sales skyrocketed—but they didn't come near to stealing Cadillac's thunder. I think Packard secretly hoped to become America's new prestige car when they brought out a big, top-horsepower V-eight engine and torsion bar suspension on the 1955 models. They hoped advanced engineering features would be the key. It didn't work.

Then Chrysler got into the act with their high-performance 300 model. This would easily out-perform the Cadillac, and it was a beautifully fitted and constructed car . . . but it didn't make a dent on the Cadillac name.

Top brass around the industry is beginning to wonder just what it's going to take to dethrone the old Caddy. Ford has come up with a brand new attempt—an all-new, highly styled Lincoln for 1956. In years past this would have been considered a more-than-adequate bid for America's top car, but not any more. Ford is supplementing the new Lincoln with a very high-priced, limited-production model as a kind of companion piece to

stand with it before the bar of public opinion, so to speak. Practically all considerations of cost have been thrown to the wind on this dream car; they'll lose money on every one they build, but they won't build many of them . . . and the resulting piece of machinery can't very well help but make the Cad look second-best.

I'M speaking, of course, of the new Continental Mark II. By now you have some of the technical details on this interesting design, so I won't go deeply into that. But I want to establish the true position of the new car in the U.S. automotive picture. If you asked a Ford Motor Co. executive why they were producing the Continental he'd probably say something about a new trend toward "gracious living" in the country and an increasing demand for individualized transportation in the upper income brackets. The truth of the matter is that prestige leadership in the industry is an important factor in Ford's plans for future expansion . . . and apparently bitter experience has taught them that they can't oust Cadillac with a car they have to show a profit on! All's fair in love and business, I guess.

I think it would be as well to keep these things in mind when we study the technical design of the Continental. Since the cost component of each individual engineering problem was put in the background, it would not be fair to credit this design with leading the way on a lot of new features that should supposedly be incorporated in practical production cars. There's a lot of brilliant engineering in the new Continental—but it's not bread-and-butter engineering. Many of the most clever technical features on the new car cannot possibly be applied to production models, where cost is often more important even than functional efficiency. It's much like the situation with the Rolls-Royce in Britain . . . the entire engineering philosophy behind the car must remain little more than an ivory tower of academic interest as far as the bread-and-butter boys are concerned.

The coachwork alone on the new Continental would be sufficient to set it apart price-wise. But there are also many little mechanical features on the chassis that will combine to give this car a ride and "feel" unlike anything we've ever seen in this country. I'm sure it will compare with anything in the world from this standpoint.

For instance, rubber bushes have been eliminated in all suspension pivot joints—they've gone back to the old

threaded metal bushes. This gives a kind of unexplainable, solid feel to the ride and steering that has been lacking in American cars since the big luxury jobs of the '30s. It costs money, and chassis lubrication will be a more critical factor—but the change has given a lot of character to the Continental.

This matter of a solid feel in the ride, in fact, was a major design aim on the Continental project. Great pains were taken to get an extremely rigid scuttle structure to carry the steering wheel. The usual vertical columns at the dash line (front of the body proper) have been reinforced by massive diagonal braces extending out about 16in on the lower side rails of the body. Then the dash panel is welded in instead of bolted, to assure that this rigidity is transferred to the wheel. A third factor here is the very deep "dishing" of the steering wheel (a safety feature on all '56 Ford products, designed to distribute crash deceleration forces over a wide area of the driver's body by having the wheel spokes bend back); a secondary advantage of this design is that the wheel mounting point is just above the very rigid dash panel support, so there's no deflection in a long column to take feel out of the steering. The overall result is amazing . . . but it's something you have to experience truly to appreciate.

YES, I'm serious when I say that the new Continental Mark II is a Rolls-Royce kind of car in ride and feel. I've always had a lot of respect for the high-priced British luxury cars, and this is a broad statement for me to make. The fact that the Continental uses many Lincoln mass-production parts (engine, suspension components, rear axle and the like) makes it seem almost heresy to suggest that it could compare with a Rolls or Daimler in any way. But the Continental engineers have cracked this problem of ride and feel wide open, and they've got a car that will compare with the world's best.

This naturally brings up the question of how the Continental would compare with other super-luxury cars in categories like silence and durability—and in general road performance, including braking and cornering. I believe it would compare very favourably in silence at both low and high speeds. An example of the care taken to reduce wind noise at speed is the "countersinking" of the front wrap-around windscreen and side windows in the front corner posts of the body. This presents a more or less flat surface to the air passing around that



corner, and helps a lot to control wind noise. Also, the unusual rigidity of both body and frame prevents squeaks from developing.

The Continental is bound to be deficient in durability. The body is good and solid, but those Lincoln production parts are not going to last any longer on the Continental than on the Lincoln. They were designed with cost as a prime factor, and that generally means a serious compromise somewhere. In contrast, practically every part that goes into a Rolls-Royce has been designed specifically for a high-priced, limited-production car. This makes a big difference in the life of parts. The Continental engineers don't claim they've got a twenty-year car here... and they haven't!

In straight-line road performance the Continental would outpace a Rolls or Daimler (though not a Bentley Continental). I look for a top speed around 110 m.p.h. with 0-60 m.p.h. in possibly 11½-12½ seconds. Stability and handling at high speeds, even on fairly uneven road surfaces, are very good. Braking in terms of rugged European conditions—a category where the Rolls always shines—will find the Continental sadly lacking. Braking is more than adequate for our highways at speeds up to 80 m.p.h., though. Cornering of the new car is good by our standards—but nothing special by yours.

Well, that's enough on this interesting car right now. I'll discuss more of the engineering in future columns.

**D**ETROIT'S current craze for more and more brute piston displacement is a very handy weapon in the horsepower race, but in many cases the increased power and torque are not showing up in straight-line performance figures. Whether for better or worse, some of the companies are attempting to utilize the extra capacity to boost fuel economy and get quieter cruising on the highway by holding performance more or less constant and reducing the axle ratio. In other words, the litres-per-ton-mile figure might remain nearly the same for succeeding models; but piston speed at a given road speed would be reduced—which would tend to raise fuel mileage and reduce noise and vibration.

Packard is a good example. They have increased piston displacement from 352 to 374 cu in on the 1956 models, while axle ratio has been reduced from 3.07 to 1 to the unusually low figure of 2.87 to 1 (optional). At the same time compression ratio has been raised from 8.5 to 10 to 1. The net effect has been to boost fuel mileage by some 20 per cent on the road. They say this big car, weighing nearly 5,000 lb, will deliver something in the neighbourhood of 23-24 m.p.g. (Imperial) at 60 m.p.h.! Acceleration hasn't suffered appreciably, since maximum torque is up from 355 to 405 lb ft. The whole deal looks real good on paper.

Of course, these things are possible only with automatic transmissions, with a "kick-down" gear for overtaking. Naturally, the acceleration of a 5,000 lb car at, say, 50 m.p.h. with a 2.87 to 1 axle ratio, even when it has 405 lb ft of torque, is pretty sick. The European driver would be glad to drop back into third gear in this situation. Over here we can't ask him to do any more than push his foot down! This eliminates the three-speed, manual-shift transmission for any final ratio of under about 3.5 to 1, regardless of available torque. To get lower final ratios we use either an automatic over-drive (with throttle-pedal kick-down to a ratio of about 4.1 to 1), or a fully automatic transmission with a ratio step-up of about 1.45 to 1 in the kick-down gear.

It's good to see some thought given to fuel economy in Detroit. Our new

short-stroke V-eight engine designs show wonderful thermal efficiency on the dynamometer... but too often the B.T.U.s we saved are lost again somewhere between the dynamometer and the road wheels. Engine development in the last four years has been strictly a race for performance, not economy. These engines have a lot of untapped economy potential. I don't foresee the trend toward increased performance changing in the next two years, but I think we're going to see relatively more attention given to gas mileage by better matching of the engine with the drive train. I think this is the secret of Cadillac's amazing fuel economy. They've been able to show 24 m.p.g. (Imperial) at 60 m.p.h. for three years—with a 3.36 to 1 gear ratio! I'll let you know how they do it when I find out myself!

ROGER HUNTINGTON, A.S.A.E.

## TESTING TIME AHEAD

**T**HE first car I nearly drove was a rather ancient sports car in which I covered a number of unhappy miles with my husband as tutor and helpmeet. As my husband's ideas on the subject of driving technique could be conveyed only in a series of satirical tirades I did not learn nearly enough to pass the test, and eventually I ran into a telegraph pole while meditating on the best method of using the big spanner reposing so temptingly in the glove locker. After the car had been unwrapped from the pole and the cracks in the windscreen—made by my husband's forehead—repaired, my lessons were revised and a friend of the family was elected into the passenger's seat as official instructor, while my husband took to the narrow luggage space behind the front seats.

Unfortunately this little idea came unstuck, as no one had foreseen that some previous owner had replaced the floorboards with extremely thin plywood. On our very first trip, and just as I was gaining confidence, we hit a pothole at forty and my husband vanished through the floor of his compartment like Mephistopheles in a pantomime scene. Clutching the edges of the bodywork, he hung grimly on until I brought the car to a stop. This was not for a mile or so, as the howling noises astern had been thought to be attempts at Grand Opera.

After this little episode my husband took a marked dislike to the car and exchanged it for a saloon. I did not like this vehicle at all. The windows and most of the windscreen area were of a peculiar orange hue, and I had to crane upwards from the once air-filled cushions before the road came into view. My feelings of dislike were not diminished when one of my particularly fierce jabs on the accelerator disturbed a nest of mice long resident in the region of the scuttle, and one of the larger rodents shot into my lap. It was merely fortuitous that we happened to be in the centre of an extremely busy town at the time—and my subsequent manoeuvres noted and used in evidence against us.

We next became the owners of a drop-

head coupé. At least, it had commenced its days as a drop-head, but some cautious type, by the enthusiastic use of an adhesive, had rendered the drop-head description merely academic, for now the top of the windscreen and the hood were welded in deathless union. Another oddity was that the gear-lever knob had the habit of detaching itself whenever one attempted to change down, and I was usually left holding the knob and finding, too late, that the car was in neutral. As these antics invariably took place on steep hills I was able to practise some inspired backwards steering.

However, we did keep this vehicle for some time and I began to entertain hopes that I might even essay the test in it. But Fate had other ideas and, one day, I chanced to draw up alongside a platoon of infantry who were halted at a level-crossing. In the course of time the train rolled past and the crossing gates jerked open. I accelerated away and, to my surprise, found one of the infantry running alongside. I increased my speed but so did the infantry. As I turned my head he began to shout and to make the most weird grimaces; the force of his remarks caused me to halt the car, when we found that the off-side door handle had slid through a piece of his webbing equipment. After this military engagement my husband came to the conclusion that it might be as well if I could see what was happening outside, and changed the drop-head for another sports car.

But, whether I shall pass the test in this vehicle is problematic, as my husband neglected to inform me that reverse gear could be selected without the formality of pressing buttons or lifting the lever over the gate. Naturally I selected it in exchange for third speed, and we are now riding a pedal cycle while a search is made for obsolete spares. In spite of all these setbacks, however, I am sure I shall be able, one day, to burn my well-worn "L" plates. Why, in another dozen years or so we shall be able to afford a second-hand automobile with fully automatic transmission. And when that time comes—look out, Mr. Tester.

DOUBLE L.

# Factors in Sports Racing

## TO SEAT TWO: PETROL FOR LONG RANGE LIMIT TO OIL CONSUMPTION

IT appears desirable, from what one can read in the Press, that some formula or method shall be devised which will eliminate the disguised Grand Prix racing car or otherwise impractical vehicle from long-distance sports car racing, and yet retain the attraction of such racing to manufacturers and public alike, to encourage the improvement of the automobile. This would be reflected in the automobiles of the future, and eventually would relate to a domestic proposition for the public.

From the point of view of the race organizers and competitors, there are many reasons why it seems undesirable to impose restrictions which would force the racing of only standard automobiles in production, thus eliminating the prototype. Also, it would appear undesirable to place artificial restrictions on engine size, car weight, and—or require artificially large body frontal area, and so on, as such restrictions are an irritation to the manufacturer and the public alike.

However, as the sports car is supposed to be a practical vehicle which can be used domestically, it does seem desirable that the frontal area shall be such that a minimum of two persons can be accommodated in the vehicle in comfort, with side by side seating, which fact alone would seem to dictate certain minimum practical body dimensions; the human form in its adult state is more or less standard in what it requires for comfort when travelling in a vehicle. There are people far better qualified than the writer to decide what are the minimum practical body dimensions to accommodate the driver plus one in comfort, and once these dimensions have been fixed on a permanent basis, designers automatically will arrive at their own solution for optimum passenger stability and comfort in regard to chassis dimensions.

It seems, with any practical high speed vehicle, that its space annihilation characteristics should have a reasonable cruising range; thus for long-distance sports car racing it would appear desirable that the fuel load which is carried on the vehicle should be capable of maintaining the vehicle at its competitive performance without refuelling for a minimum distance of 300 miles. With the modern high compression engine, operating on high octane motor gasoline, it appears that the fuel load imposed will not be an excessive penalty to accommodate in weight or dimensions. This factor will not reduce sensibly the maximum speed of the vehicle.

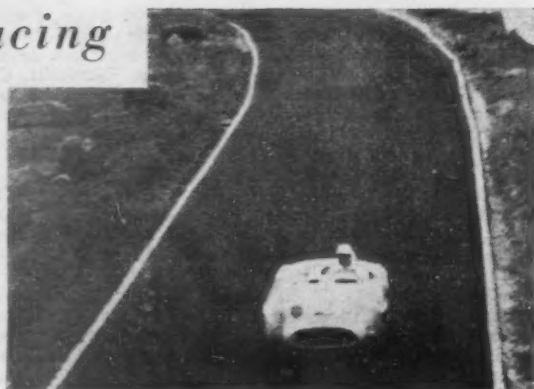
### What About Oil?

One facet of sports car racing which appears to have received very little attention is that of lubricating oil consumption, and, from observation of sports car racing, it appears that some present power units can be gluttons for lubricating oil; this in no way penalizes the performance of the car if one is allowed to replenish lubricating oil when refuelling.

For example, a very high performance engine with a lubricating oil consumption, under competitive conditions, of 100 miles to the gallon, might not be considered impractical under the present rules, because it does not take very long to put in three gallons of oil when refuelling, if one is organized to do this.

It is suggested that such lubricating oil consumption is eventually completely impractical from an ultimate user point of view, and the maximum consumption for such engines under competitive conditions should be in the order of 1,000 miles to the imperial gallon.

It is, therefore, suggested that a formula could obtain which allows a fixed quantity of lubricating oil to be carried on the vehicle, calculated against cylinder capacity, and a fair allowance would appear to be 7 litres of lubricant for the engine, per litre of cylinder capacity, for a race of up



to 24 hours' duration, the rules of the race being so framed that the oil capacity of the engine should be declared on the entry form and if on scrutineering or subsequent to the race the oil capacity was found to be in excess by, say, 5 per cent, the entrant would be disqualified.

During the race it would not be permitted for the entrant to have any lubricant on his pit counter or to add any lubricant to the car whatever, either in the engine, gear box or transmission, thus bringing back into the realm of practical motoring the performance of the car.

Such a regulation would undoubtedly call forth a howl of protest from some entrants, but it would appear that this regulation would immediately put the entrant on the spot as to whether or not he was, in fact, proposing a practical automobile for the competition, thus indicating the effectiveness of such a ruling.

It is estimated that such a regulation would discourage the ultra-expensive, temperamental, high-speed Grand Prix type of engine for sports cars, because the surface area of the cylinder bore to be lubricated increases as a reciprocal of the reduction in cylinder dimensions. Thus, inside the parameters of engine design of Otto cycle engines as they are today, it would appear that the greater the number of cylinders for a given total cylinder capacity, the greater the wetted area required to be lubricated, and the smaller the cylinder for a given mean piston speed, the higher the rate of piston acceleration.

The ultimate mathematics of getting down to such a simple proposal as outlined above could be quite appalling when considering rates of lubricant shear, destruction of lubricant by combustion above the piston, and loading on the lubricant, leakage factors, and the like, and such mathematics are completely beyond the writer of this note, which is only a suggestion that race rules for sports cars shall be so framed that they do encourage the development of practical vehicles of high performance, and thus encourage the progress of the automobile.

It is the writer's opinion that sports car racing rules should be such that no liquid whatever is allowed to be added to the vehicle except the fuel from which it derives its power, and the pit counters should be allowed to have only refuelling arrangements plus an unlimited number of wheels and tyres, plus an unlimited quantity of hydraulic brake fluid, should the car be fitted with hydraulic brakes.

It should be the duty of the scrutineers, and their responsibility to the stewards and race organizers, to see that any car presented to them has a fuel system such that only the fuel prescribed in the regulations for the race can possibly find its way into the engine's cylinders.

The vehicle's oil tank or oil sump should have a sealed cap at the commencement of the race, though there should be no restriction on any form of lubricant quantity measuring device for the guidance of the driver and pit personnel to save the destruction of expensive engines; similar thoughts apply to coolant.

A plea is put in that this suggestion should not be immediately thrown out of the window, but should be given due consideration by those qualified and responsible for framing the regulations for sports car racing.

C. L. G.

## Westminster Commentary:

### The Shape of Things to Come

ONE curly shaped piece of a jig-saw puzzle gives no clue to the finished picture, and so it is that we often fail to note the significance of seemingly unimportant events which may in time fit into the picture and present us with a *fait accompli* which it is too late to fight.

A big occasion was made a week or two ago of the opening by Mr. Boyd-Carpenter of a large car park especially for Christmas shoppers. The significant fact here is that the site is south of the river, away from the centre of London but connected with it by tube. Do you follow me? Although in the nature of a seasonal experiment, another step has been made towards persuading drivers to leave their cars on the outskirts and travel on by public transport. The individual is free, of course, to use the facilities or not, but the car park would later fit into an overall pattern of cars banned from Central London. Such ventures need watching.

It was more than a year ago when the angry citizens of Markyate village, Hertfordshire, interfered with traffic passing through the bottleneck of their main street (A5). Motorists who have to put up with the inadequate roadway (and this is an extreme and nationally disgraceful example) sympathized, although they could not condone such interference. But the demonstrations have at least had

results, for work has now started on the Markyate by-pass.

Seventeen years is a long time for cold storage of a project, but that is how long the Dartford-Purfleet link will have been on ice by the time work starts again next year. The pilot tunnel standing from pre-war days will be incorporated in the new construction and when it is finished will provide a Thames crossing (joining A13 and the Dartford by-pass) where one is most needed. But that will not be until about 1962.

Private member's bills have perhaps less chance of getting through Parliament than road plans have of getting into concrete, and for that reason the Rural Transport Improvement Bill cannot be taken very seriously. The interest to motorists in this measure, which came up for second reading on December 9, is in the suggestion of converting obsolete country railway lines into roads. The advantage, however, which accrues to members who are lucky in the ballot for Friday time is in giving publicity to their views, and if interest is sufficient, the orphans have a very slim chance of Government adoption. Redundant railways to roads is a sound idea, and would stand further examination. If one kind of communication is no longer efficient, abandon it and concentrate on a more modern form of transport.

Dogs have again reached the dignity of mention at Westminster, even though Mr. Page withdrew his new clause to the Road Traffic Bill which attempted to make the owner responsible if his pet conducted itself dangerously on the road. Mr. Boyd-Carpenter promised to refer the matter to the Road Safety Committee. Perhaps their cogitations will result in a Governmental Directive to All Canine Breeds with a subsection: Mongrels, for the special attention of...

Obligatory blood tests were the subject of another of Mr. Page's amendments, and the figures of 0.05 per cent and 0.15 per cent by weight of alcohol in the blood were mentioned. It is not clear how Mr. Page intended that the alcoholic content should be measured, but he withdrew the clause after Sir Hugh Lucas-Tooth (Under-Secretary, Home Office) said that research was being carried out by Professor Drew of the Road Research Laboratory into finding some sound objective test of drunkenness, and the results would probably be available next month.

A further amendment, also withdrawn, sought to increase the maximum speed permitted to goods vehicles from 20 to 30 m.p.h., and Mr. Nabarro thought that, besides the obvious economic advantages, road safety would benefit because the "heavies" would not have to be overtaken so often. The Minister referred to difficulties of getting goodwill on all sides. As such vehicles rarely adhere to the limit anyway, the private motorist can leave the legal pros and cons of the matter to those bodies concerned.

STUDENT OF POLITICS.

## CLUB NEWS

**Bugatti O.C.**—The provisional results of the Winter Rally have now been announced by the organizers. The rally, a report of which was published on December 9, took place on December 3-4.

### PROVISIONAL RESULTS

**Invicta Challenge Trophy (best performance):** Triumph TR2 (M. D. King), 76.456 penalty marks (Castle Combe, test 1, 68.01 m.p.h.; test 2, 1 min 40.4 sec lap; road road section 20 marks lost).

**Wish Trial Challenge Trophy (best B.O.C. member):** Austin-Healey (E. Williams), 109.665 (65.15 m.p.h., 1 min 44.6 sec; 10 marks lost).

**Class winners:** Open cars up to 1,500 c.c.: Aston Martin Mark II (A. P. Holdsworth), 1,581 to 1,490; Triumph TR2 (M. D. King), 1,490 to 1,480; Austin-Healey (E. Williams), 1,480 to 1,470.

**Class winners:** Open cars up to 1,500 c.c.: Ford Anglia (A. Newham), 1,581 to 1,500; Triumph TR2 (K. Baker), 1,500 to 1,490; Austin-Healey (T. A. G. Wright), 1,490 to 1,480.

**Up to 1,500 c.c. award:** Austin A30 (P. G. Mann).

**Ladies' award:** Triumph TR2 (Mrs. D. M. Osborn).

**Dolomite Association.**—This club, which now has a membership of over 100, has published its first Newsletter. Future editions of magazine will include information on performance, maintenance and modification of pre-war Triumph cars, help in obtaining spares, answers to members' queries concerning repairs, and details of the association's activities.

**Thames Estuary A.C.**—The large entry for the Kittens' Eyes Pairs Rally held on Saturday and Sunday, December 10 and 11, competed in teams of two, and the crews either paired up when sending in their entry forms or were paired by the club. The braces of cars started from the Green Tiles Café, Hornchurch, at two-minute intervals, and each pair had to arrange where to meet before controls as the two cars had to check in together.

The rally began with a closed route section, in which different routes of equal length had to be covered by each member of a pair. An "Eight Clubs" section followed, each car in a team having a different set of points to visit. After the supper stop at the Green Man, Naverstock Side, 23 map reference points in a broad loop round Suffolk had to be visited by the com-

bined efforts of each couple. Although the total time allowed on this section was three hours and ten minutes, the cars had to check in together at an intermediate time control after just under two hours. At the finish of the section, a tie-deciding driving test was held at Acton, Suffolk.

The final section was a straightforward test of map reading. The navigator of each car was given a map reference, leading to a point where there was a board giving a further map reference, and so on to the finish at a café on A.12 to the south-west of Witham, Essex.

### RESULTS

**Winning pair:** Austin A40 Sports (R. Randall) and Austin A30 Countryman (P. A. Pye), 280 marks lost.

**Second:** Ford Anglia (D. H. W. Thompson) and M.G. Magnette (A. F. Tomasi), 375. **Third:** Jaguar Mark V (G. B. Braine) and Morris Minor (Miss Pat Smith), 1,150.

**First-class award:** Vauxhall Cresta (D. P. Vandervoort) and Austin A40 (K. B. Kaye), 1,445.

**Sporting C.C. of Norfolk.**—Over 40 members took part in the Signpost Rally on Sunday, November 27. The cars started from Swanton aerodrome, Norfolk, where two driving tests were held. Local knowledge played an important part in the event. Driving at a set average speed, competitors had to find controls by identifying photographs of signposts in Norfolk and Suffolk.

### RESULTS

1. Austin-Healey (M. Hanom); 2. Ford Prefect (J. Keeley); 3. Sunbeam-Talbot (J. Goldhill).

**North Midland M.C.**—The results of the third annual Moonlight Rally held on December 10-11 are:

**Astoria Trophy (best performance):** Jaguar Mark VII (R. Harris and Mrs. Harris), 55 marks gained. **Second:** Morgan (E. Sneath and P. Kay), 90. **Third:** Vauxhall Velox (E. Hodgson and R. Habershon), 67.

**Special awards:** Porsche (R. Frolich and B. Holder), 81; Triumph TR2 (T. Marshall and C. Elliott), 72.

**Novice award:** Ford Anglia (D. Lee and D. Newcome), 33. **Mixed crew award:** M.G. TD (J. Harris and Miss G. Mortimer), 48. **Pre-1955 car award:** Austin A70 (E. Woodward and R. Bolover), 5.

**Team award:** R. Frolich and E. Sneath. Another club event was the Autumn Sporting Trial, held in celebration of the

tenth anniversary of the club, which attracted an entry of 40 cars. In the standard closed car class, R. Frolich (Volkswagen) and E. Hodgson (Renault) were equal after attempting the 16 hills, but, in the special test held to decide ties, E. Hodgson's time proved to be 2.3 sec faster. The final results were:

**Chatsworth Cup (best standard closed car):** Renault (E. Hodgson); **Second:** Volkswagen (R. Frolich); **Third:** Volkswagen (D. Dunning).

**Committee Cup (best standard open car):** H.R.G. (H. Leigh); **Second:** Morgan (E. Sneath); **Third:** Austin Seven (P. Parish).

**Members' Trophy (best special):** S. Jenkins; **Second:** J. Broadhead; **Third:** N. Carr.

**Horton Team Trophy:** R. Frolich and S. Jenkins.

**Cirencester C.C.**—At the annual general meeting last month, the following officers were elected: president, Sir D. Gamble; chairman, S. R. A. Mead; Town honorary secretary, F. R. Parkes, 31, Ashcroft Road, Cirencester, Gloucestershire; Royal Agricultural College honorary secretary, J. C. R. Trevelyan, The Old Parsonage, Watermoor Road, Cirencester.

On February 25 and 26, the annual Spring Rally will be held. The 300-mile route, which will call for accurate navigation, will be in Gloucestershire, Wiltshire and Somerset. Invited clubs are Oxford M.C., London M.C., Hants and Berks M.C., M.G.C.C. (S.W. Centre), Bristol M.C. and L.C.C., Cheltenham M.C. and Morgan 4-4 Club.

**Falkirk and District M.C.**—Weather conditions were ideal for the Cadger Trophy Rally held on Sunday, December 11; the sharp frost was not severe enough to affect the main road surfaces, but it was sufficient to improve those parts of the route which traversed unsurfaced roads. The rally was well planned, demanding great concentration from the navigators, but only three of the 22 starters failed to complete the course.

### RESULTS

**Premier award:** Ford Zephyr (W. Clelland), 277 marks gained.

**Class winners:** Closed cars up to 1,500 c.c.: Ford Anglia (W. Milne), 200; **Over 1,500:** W. Clelland.

**Open cars up to 1,500 c.c.:** Jowett Jupiter (D. Mercer), 169; **Over 1,500:** Triumph TR2 (J. L. Muir), 197.

**Team prize:** W. A. Morris and W. Kennedy, 419 aggregate.



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## IN BRIEF

A survey of road accidents in 1954 has been published by H.M. Stationery Office at 4s. Much information is tabulated.

Net trading profit of Clear Hooters, Ltd. for the 12 months ended August 4, 1955, was £19,044.

The extra 2½in. of space required beyond the visible dimensions of the Roto-map (page 909, December 2) is in width, not height as stated, and was correctly shown in the illustration.

Mr. Ben King, after 20 years' service with Chrysler Motors, Ltd., and Dodge Brothers (Britain), Ltd., Kew, Surrey, has resigned as chairman and director on reaching retirement age.

A record number for any October of 62,390 overseas visitors were in Britain this year, according to the British Travel and Holidays Association. This number is an increase of ten per cent compared with October, 1954.

Mr. J. Dunford Smith, F.I.A.M.A., advertising manager of W. T. Henley's Telegraph Works Co., Ltd., has retired for health reasons. He joined the company early in 1920.

Mr. J. E. Bywater, A.M.I.Mech.E., has been appointed manager of the Birmingham research centre of the Ford Motor Co., Ltd., of Dagenham. He has been with the company for 16 years, and recently led the British delegation at the conference in Lisbon of the International Standards Organization.

At a staff dinner held to commemorate the 60th anniversary of the foundation of the firm, the employees of Frank Grounds, Ltd., vehicle stockists and body builders, of Birmingham, presented the governing director, Mr. Frank Grounds, with a framed portrait of himself. The business was started in 1895 by Mr. Grounds' father.

A luncheon was held on Wednesday, December 14, by the County Chemical Co., Ltd., Chemico Works, Shirley, Birmingham, to commemorate 60 years' trading. Long-service presentations were made by the chairman, Dr. Wilfrid Hill.

Mr. G. F. Shrigley has been appointed director of production of the manufacturing division of the Rootes Group, and he will serve on the boards of the various manufacturing companies. Accordingly, he is relinquishing his position as general manager of British Light Steel Pressings, Ltd., where he will be succeeded by Mr. R. Hall who, until recently, was general manager of Nuffield Metal Products, Ltd.

Weir Precision Engineering, Ltd., of Southampton, has been taken over by a newly formed company called High Precision Engineering, Ltd. The new company intends to manufacture special purpose machine tools, gauges, press tools, jigs and fixtures for the motor and other industries. The chairman is Sir Alliot Verdon-Roe, founder of A. V. Roe and Co., Ltd. The managing director is Mr. Geoffrey Verdon-Roe, formerly managing director of Saunders-Roe (Anglesey), Ltd.

### Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

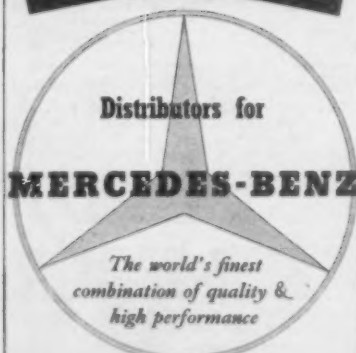
No. 17234. 1938 Lancia Aprilia.  
"I.G.C."—All possible information, maintenance hints and a workshop manual.

No. 17235. 1947 Triumph 1800.  
"G.W.N."—All possible information and a handbook or workshop manual.

No. 17236. Handbooks Required.  
"G.E."—1934 Riley Nine Kestrel.  
"M.J.R."—1935 Wolseley Ward.  
"H.G.C."—1933 Hillman Minx Workshop Manual.

"P.R.H."—1935 KN-type M.G. Magnette.  
"R.B."—1938 Series III Morris Ten.  
"R.E."—1930 Morris Minor.  
"P.G.H.L."—1935 Lanchester Twelve-Six.

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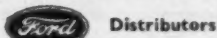
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Saloon, 4-door	1,107 19 4	1,663 6 0
Ace two-seater	1,100 0 0	1,651 7 0
Ace coupé	1,375 0 0	2,063 17 0
<b>ALFA ROMEO</b>		
1300 Giulietta saloon	1,150 0 0	1,726 7 0
Sprint Spyder	1,410 0 0	2,116 7 0
1900 Super saloon	1,750 0 0	2,626 7 0
T.J. saloon	1,900 0 0	2,851 7 0
Primavera coupé	1,995 0 0	2,993 17 0
Sprint	2,500 0 0	3,751 7 0
<b>ALLARD</b>		
Monte Carlo saloon	1,782 0 0	2,674 7 0
Safari estate car	1,782 0 0	2,674 7 0
K.3 touring 3-seater	1,537 0 0	2,306 17 0
J.R.2 sports-racer	1,722 0 0	2,584 7 0
<b>ALVIS</b>		
3-litre Graber saloon	1,850 0 0	2,776 7 0
<b>A-SIDDELEY</b>		
Sapphire 346 saloon (synchronesh)	1,215 0 0	1,823 17 0
(pres-selector)	1,285 0 0	1,928 17 0
(automatic)	1,404 0 0	2,107 7 0
Limousine	1,910 0 0	2,866 7 0
Sapphire 234 saloon	1,065 0 0	1,598 17 0
Sapphire 236 saloon	1,104 0 0	1,657 7 0
<b>ASTON MARTIN</b>		
D.B. 2-4 saloon	2,050 0 0	3,076 7 0
Hardtop	2,050 0 0	3,076 7 0
Drop-head coupé	2,200 0 0	3,301 7 0
D.B.35 2-seater	2,600 0 0	3,901 7 0
<b>AUSTIN</b>		
A.30 Seven 2-door	335 0 0	503 17 0
A.30 Countryman	395 0 0	593 17 0
A.40 Cambridge	460 0 0	703 7 0
A.40 Countryman	516 0 0	775 7 0
A.50 Cambridge	478 0 0	718 7 0
A.90 Westminster	558 0 0	838 7 0
A.135 Princess III		
S.W.B. saloon	1,665 0 0	2,498 17 0
L.W.B. limousine	2,000 0 0	3,001 7 0
<b>AUSTIN-HEALEY</b>		
100 sports 2-seater	750 0 0	1,126 7 0
100M sports 2-seater	855 0 0	1,283 17 0
<b>BENTLEY</b>		
Series 3 saloon	3,295 0 0	4,943 17 0
Jas. Young saloon	4,665 0 0	6,990 17 0
Hooper saloon	4,715 0 0	7,073 17 0
Continental, H. J.		
Mulliner saloon	4,960 0 0	7,441 7 0
Park Ward saloon	4,775 0 0	7,163 17 0
Park Ward D.H. coupé	4,775 0 0	7,163 17 0
<b>B.M.W.</b>		
Type 501 6 cyl. saloon	1,377 0 0	2,066 17 0
8 cyl. limousine	1,638 0 0	2,458 7 0
Type 502 limousine	1,792 0 0	2,689 11 0
Type 503 sports	2,975 0 0	4,463 17 0
Fixed-head coupé	2,975 0 0	4,463 17 0
Type 507 sports	2,800 0 0	4,201 11 0
Isotta Motorcoupé	292 0 0	439 7 0
<b>BORGWARD</b>		
Isabella 60 saloon	806 2 11	1,210 11 5
Coupé	1,248 13 10	1,874 7 9
Station wagon	858 1 9	1,288 9 8
Isabella TS saloon	916 15 0	1,376 11 8
Pullman 2400 saloon	1,409 2 1	2,115 0 2
Saloon (Hansa-matic)	1,501 7 0	2,253 7 6
<b>BRISTOL</b>		
405 saloon	2,390 0 0	3,586 7 0
Drop-head coupé	2,450 0 0	3,676 7 0
<b>BUICK</b>		
Series 52 saloon	—	—
Century saloon	—	—
Roadmaster saloon	—	—
<b>CADILLAC</b>		
Series 62-19 saloon	—	—
Elderado convertible	—	—
Flintwood saloon	—	—
<b>CITROEN</b>		
2 c.v. saloon	798 0 0	598 7 0
2-litre DS19 saloon	990 0 0	1,486 7 0
<b>DAIMLER</b>		
Conquest saloon	1,066 0 0	1,600 7 0
Conquest Century	1,172 0 0	1,759 7 0
2½-litre drop-head	1,360 0 0	2,041 7 0
One-O-Four saloon	1,885 0 0	2,828 17 0
Lady's model	2,105 0 0	3,158 17 0
4½-litre saloon	2,293 0 0	3,440 17 0
D.K.400 limousine	2,793 0 0	4,190 17 0
<b>DELLOW</b>		
Mark IIB sports	448 0 0	673 7 0
Mark IIC sports	477 0 0	716 17 0
Mark V sports 2-seater	542 0 0	814 17 0
<b>D.K.W.</b>		
Three-six saloon	632 0 0	949 7 0
<b>FAIRTHORPE</b>		
Mark III	259 17 0	391 2 6
Mark IIA	291 17 0	439 2 6
Mark IIE	332 14 0	500 8 0
<b>FIAT</b>		
600 saloon	412 10 0	620 2 0
New 1100 saloon	578 10 0	869 2 0
1100 TV saloon	750 0 0	1,126 7 0
1400 A saloon	774 0 0	1,162 7 0
1900 saloon	980 0 0	1,471 7 0

(Continued on next page)

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1955 **CHEVROLET** 4-dr. Bel-Air saloon, I.H.D., 6-cylinder engine, radio, heater, 4,000 miles £1,795  
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1955 **MORRIS** Cowley saloon, 7,000 miles £625  
1955 **RILEY** Pathfinder saloon, 6,000 miles £1,135  
1955 **ROVER** "P" 50 "saloon, heater, 4,000 miles £1,285  
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1954 (Sept.) **ALVIS** T.C. 21/100 D.H. Fourteen Coupe £1,495  
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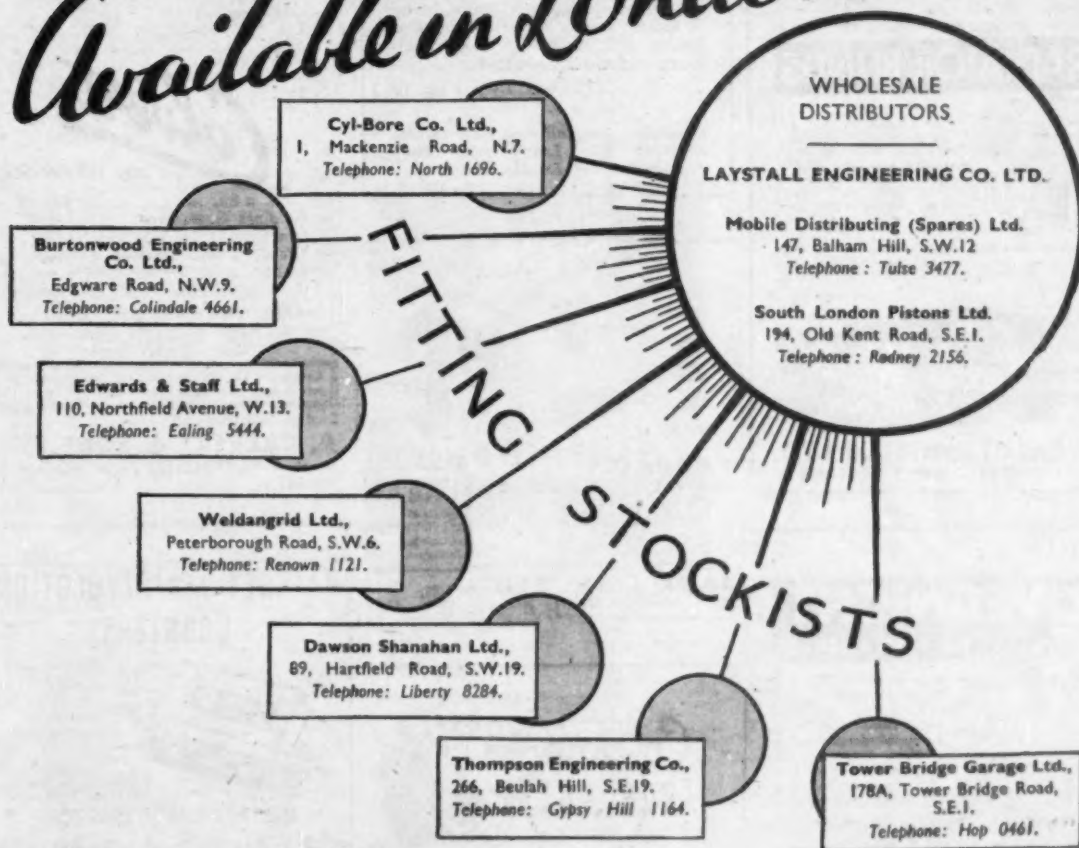
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Anglia saloon ...	360 0 0	541 7 0	Statesman saloon ...	—	—
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Prefect saloon ...	395 0 0	593 17 0	Series 88 Super saloon ...	1,640 0 0	2,460 15 0
Saloon de luxe ...	420 0 0	631 7 0	Series 90 de luxe saloon ...	1,985 0 0	2,978 17 0
Escort estate car ...	414 0 0	622 7 0	Starfire convertible ...	2,090 0 0	3,121 7 0
Squire estate car ...	445 0 0	668 17 0	<b>PACKARD</b>		
Consul saloon ...	470 0 0	706 7 0	Clipper de luxe saloon ...	2,206 0 0	3,310 4 9
Zephyr saloon ...	532 0 0	799 7 0	Patrician ...	2,762 0 0	4,144 4 9
Zephyr Zodiac ...	600 0 0	901 7 0	Caribbean hardtop ...	3,115 0 0	4,673 14 9
<b>FORD (Canadian)</b>			<b>PANHARD</b>		
Fairlane saloon ...	1,508 0 0	2,263 7 0	Dyna Junior sports cabriolet ...	755 15 4	1,165 0 0
<b>FRAZER NASH</b>			Dyna de luxe Special saloon ...	702 8 8	1,055 0 0
Targa Florio Fast Roadster ...	1,650 0 0	2,476 7 0	<b>PEUGEOT</b>		
Turismo fixed-head coupé ...	2,150 0 0	3,226 7 0	Type 203 saloon ...	635 9 1	954 8 2
Mark II competition ...	2,250 0 0	3,376 7 0	Station wagon ...	734 17 4	1,102 10 6
Le Mans fixed-head coupé ...	2,450 0 0	3,676 7 0	Type 403 saloon ...	798 7 11	1,197 16 5
Sebring 2-seater ...	2,250 0 0	3,376 7 0	<b>PONTIAC</b>		
<b>HILLMAN</b>			Chieftain saloon ...	1,450 0 0	2,176 1 2
Minx special Saloon ...	470 0 0	706 7 0	Catalina coupé ...	1,976 0 0	2,962 8 10
De luxe Saloon ...	495 0 0	743 17 0	Star Chief convertible ...	2,050 0 0	3,073 5 0
Californian ...	550 0 0	826 7 0	<b>PORSCHE</b>		
Estate car ...	565 0 0	848 17 0	Type 356 1600 Speedster ...	1,225 0 0	1,838 17 0
Husky ...	415 0 0	623 17 0	Fixed-head coupé ...	1,260 0 0	1,891 7 0
<b>H.R.G.</b>			Super fixed-head coupé ...	1,380 0 0	2,071 7 0
1½-litre 2-seater ...	895 0 0	—	Drop-head cabriolet ...	1,380 0 0	2,071 7 0
<b>HUDSON</b>			Super drop-head coupé ...	1,500 0 0	2,251 7 0
Rambler super saloon ...	—	—	Type 550 1500 spyder ...	2,715 0 0	4,073 17 0
Wasp saloon ...	—	—	Corvair coupé ...	1,865 0 0	2,798 17 0
Hornet saloon ...	—	—	<b>RENAULT</b>		
<b>HUMBER</b>			750 de luxe saloon ...	422 10 0	635 2 0
Hawk saloon ...	715 0 0	1,073 17 0	De luxe saloon (sliding roof) ...	434 10 0	653 2 0
Touring limousine ...	795 0 0	1,193 17 0	De luxe saloon (Farlec clutch) ...	442 0 0	664 7 0
Estate car ...	885 0 0	1,328 17 0	Frégate 2-litre saloon ...	699 0 0	1,049 17 0
Super Snipe saloon ...	1,095 0 0	1,643 17 0	Grand Pavois saloon ...	850 0 0	1,276 7 0
Touring limousine ...	1,175 0 0	1,763 17 0	Amiral saloon ...	829 0 0	1,244 17 0
<b>JAGUAR</b>			<b>RILEY</b>		
2.4-litre saloon ...	895 0 0	1,343 17 0	Pathfinder saloon ...	875 0 0	1,313 17 0
Special Equipment Saloon (overdrive) ...	916 0 0	1,375 7 0	<b>ROLLS-ROYCE</b>		
Saloon (overdrive) ...	940 0 0	1,411 7 0	Silver Cloud saloon ...	3,385 0 0	5,078 17 0
Mark VII Type M ...	1,140 0 0	1,711 7 0	Hooper saloon ...	4,805 0 0	7,208 17 0
Saloon (overdrive) ...	1,185 0 0	1,778 17 0	H. J. Mulliner saloon ...	4,950 0 0	7,426 7 0
Saloon (automatic) ...	1,268 0 0	1,903 7 0	Jas. Young saloon ...	4,755 0 0	7,133 17 0
XK 140 sports 2 seater ...	1,217 10 8	1,692 12 0	Silver Wraith Series E		
Drophead coupé ...	1,160 0 0	1,741 7 0	Park Ward touring saloon ...	5,170 0 0	7,756 7 0
Fixed-head coupé ...	1,140 0 0	1,711 7 0	Park Ward limousine ...	5,295 0 0	7,943 17 0
D-type sports 2-seater ...	2,585 0 0	3,878 17 0	Hooper touring limousine ...	5,295 0 0	7,943 17 0
<b>JENSEN</b>			Hooper limousine ...	5,295 0 0	7,943 17 0
Model 541 saloon ...	1,285 0 0	1,928 17 0	H. J. Mulliner touring limousine ...	5,265 0 0	7,898 17 0
Interceptor de luxe ...	1,800 0 0	2,701 7 0	Jas. Young saloon ...	5,295 0 0	7,943 17 0
Convertible de luxe ...	1,800 0 0	2,701 7 0	<b>ROVER</b>		
<b>LAGONDA</b>			60 saloon ...	840 0 0	1,261 7 0
3-litre saloon ...	2,600 0 0	3,901 7 0	75 saloon ...	915 0 0	1,373 17 0
Drophead coupé ...	2,700 0 0	4,051 7 0	90 saloon ...	945 0 0	1,418 17 0
<b>LANCHESTER</b>			<b>SIMCA ARONDE</b>		
Sprite saloon ...	866 0 0	1,300 7 0	1300 Elysée saloon ...	609 10 0	915 12 0
<b>LANCIA</b>			Grand Large ...	662 0 0	994 7 0
Appia saloon ...	1,250 0 0	1,876 7 0	<b>SIMCA VEDETTE</b>		
Aurelia Series II saloon ...	1,550 0 0	2,326 7 0	Triumph saloon ...	891 0 0	1,337 17 0
Aurelia Grand Turismo ...	2,115 0 0	3,173 17 0	Versailles saloon ...	938 0 0	1,408 7 0
Spyder ...	2,115 0 0	3,173 17 0	Régence saloon ...	1,053 0 0	1,580 17 0
<b>LINCOLN</b>			Marly station wagon ...	1,225 0 0	1,830 17 0
Continental Mark II ...	2,461 0 0	3,692 17 0	<b>SINGER</b>		
<b>MERCEDES-BENZ</b>			Hunter S saloon ...	612 0 0	919 7 0
180 saloon ...	1,195 0 0	1,793 17 0	Hunter saloon ...	687 10 0	1,032 12 0
180D (diesel) saloon ...	1,260 0 0	1,891 7 0	Hunter 75 saloon ...	811 0 0	1,217 17 0
190SL sports saloon ...	1,850 0 0	2,776 7 0	<b>SKODA</b>		
220a saloon ...	1,552 0 0	2,329 7 0	440 saloon de luxe ...	560 0 0	841 7 0
330 saloon ...	2,525 0 0	3,788 17 0	1200 saloon ...	630 0 0	946 7 0
300C saloon de luxe ...	2,675 0 0	4,013 17 0	<b>STANDARD</b>		
300S coupé ...	4,110 0 0	6,166 7 0	Eight Family saloon ...	369 0 0	554 17 0
300SL saloon ...	3,100 0 0	4,651 7 0	Super saloon ...	405 0 0	608 17 0
<b>MERCURY</b>			Super Ten saloon ...	430 0 0	646 7 0
Montclair saloon ...	2,006 0 0	3,010 7 0	Companion estate car ...	485 0 0	728 17 0
<b>M.G.</b>			Vanguard III saloon ...	599 0 0	899 17 0
MGA 2-seater ...	595 0 0	893 17 0	Estate car ...	633 0 0	950 17 0
Magnette saloon ...	645 0 0	968 17 0	Vanguard diesel saloon ...	735 0 0	1,103 17 0
<b>MORGAN</b>			<b>SUNBEAM</b>		
4.4 Series II 2-seater ...	450 0 0	676 7 0	Rapier saloon ...	495 0 0	1,043 17 0
Plus 4 (TR) 2-seater ...	595 0 0	893 17 0	Mark III saloon ...	835 0 0	1,253 17 0
4-seater ...	610 0 0	916 7 0	<b>TRIUMPH</b>		
Drop-head coupé ...	640 0 0	961 7 0	T.R.2 2-seater ...	625 0 0	938 17 0
Plus 4 (Vanguard) 4-seater ...	580 0 0	871 7 0	Hardtop ...	670 0 0	1,006 7 0
Drop-head coupé ...	610 0 0	916 7 0	T.R.3 sports 2-seater ...	650 0 0	976 7 0
<b>MORRIS</b>			Hardtop ...	695 0 0	1,043 17 0
Minor, Series II, saloon ...	373 0 0	560 17 0	<b>Vauxhall</b>		
Saloon de luxe ...	389 0 0	584 17 0	Wyvern saloon ...	510 0 0	766 7 0
Saloon, 4-door ...	395 0 0	593 17 0	Velox saloon ...	650 0 0	841 7 0
Convertible ...	373 0 0	560 17 0	Cresta saloon ...	620 0 0	931 7 0
Traveller ...	422 10 0	635 2 0	<b>VOLKSWAGEN</b>		
Cowley saloon ...	495 0 0	743 17 0	Standard saloon ...	422 10 0	635 2 0
Oxford, Series II, saloon ...	525 0 0	788 17 0	Saloon de luxe ...	492 10 0	740 2 0
Traveller ...	530 0 0	871 7 0	Saloon de luxe (sliding head) ...	525 0 0	788 17 0
Isis saloon ...	565 0 0	848 17 0	Convertible ...	670 0 0	1,006 7 0
Traveller ...	675 0 0	1,013 17 0	<b>WOLSELEY</b>		
<b>NASH</b>			Four-fortyfour saloon ...	595 0 0	893 17 0
Rambler ...	—	—	Six-ninety saloon ...	750 0 0	1,126 7 0



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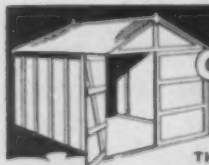
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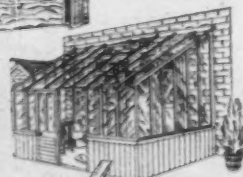
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SINGER Family saloon 1932, old fashioned... £115  
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## THIS WEEK'S SPECIAL BARGAIN IN A 1955 SIX-SEATER FAMILY CAR

HILLMAN Phase VII saloon 1955, genuine 13,000 miles only, condition virtually as new, latest type O.H.V. engine, de luxe features, one owner... £645

HILLMAN Phase VII saloon, 1954, one owner £585  
HILLMAN Phase V s/n. 1951, choice of 3 from £445  
HILLMAN Phase III saloon 1949, new-lock... £395  
JAGUAR 14-litre sports saloon 1946, 1 owner... £350  
JAGUAR 14-litre special equipment s/n. 1937 £385  
LANCHESTER 12 saloon 1957, quite a nice one £125  
MORRIS 12 series III s/n. 1959, smart car... £195  
MORRIS Oxford s/n. 1950, beige, heater £295  
MORRIS Oxford s/n. 1952, low mileage car... £465  
RILEY 14-litre s/n. 1948, fast record, engine £485  
RILEY 14-litre s/n. 1952, locally owned car... £645  
RILEY 14-litre R.M.E. s/n. 1953 series... £695  
RILEY 14-litre R.M.E. s/n. late 1953, lawn... £795  
ROVER 12 s/n. 1947, beautiful condition... £295  
ROVER 14 s/n. 1939, four-light sps. model... £375  
ROVER 14 s/n. de luxe 1947, Rover o/h'd... £375  
ROVER 12 s/n. 1938, above average cond. £195  
SINGER SM.1500 s/n. 1950, new Goodyears... £395  
SINGER SM.1500 saloon 1952, one owner car £475  
SINGER SM.1500 saloon 1954, low mileage... £545  
SUNBEAM-TALBOT 2-litre sports s/n. 1947... £395  
VAUXHALL Wyvern saloon 1949, recellulosed £395  
VAUXHALL Wyvern saloon 1949, record, eng. £425  
VAUXHALL Wyvern s/n. 1950/1, very smart... £445  
VAUXHALL Wyvern saloons 1951—three from £1315  
VAUXHALL 14 s/n. "J" type 1946, dk. blue £325  
VAUXHALL 14 s/n. "J" type 1947, 1 owner... £345  
VAUXHALL 14 s/n. "J" type 1948, black... £345  
WOLSELEY 12 s/n. 1938, a really nice car... £105  
WOLSELEY 14 series II s/n. 1938, o/h'd... £105

## D/H COUPES Magnificent range of all models in stock.

ARMSTRONG SIDDELEY Hurricane cpe. '40 £385  
ALVIS 14 h.p. series T.A. coupe 1949, superb £545  
AUSTIN 10 four-door D/H coupe 1936, smart car £115  
AUSTIN A.90 Atlantic coupe 1950, signal rod... £465  
BENTLEY Park Ward 41 coupe 1937, heater... £585  
BENTLEY Van-den-Ples 41 coupe 1937, superb £585  
B.S.A. 10 h.p. D/H coupe 1940, series VI eng. £195  
DAIMLER 23-litre Barker D/H coupe 1950, htr. £575  
DAIMLER 23 Barker D/H coupe 1950, radio/hr. £595  
DAIMLER 23 Barker coupe 1949, one owner car £495  
DAIMLER Conquest Century coupe late 1954 £1,295

## THIS WEEK'S SPECIAL BARGAIN IN A POST-WAR 6-SEATER COUPE

FORD Zephyr Six convertible 1954, power operated hood, immaculate two-colour finish, leather upholstery, heater, one careful owner, low mileage... £675

HILLMAN Minx D/H coupe 1946, very pretty £345  
HILLMAN Ph. V coupe 1952, immaculate body £495  
HUMBER Super Snipe Tickford coupe 1950, £495  
JAGUAR Mk. V coupe 1951, most immaculate £395  
MORRIS Minor coupe 1951, green/beige, htr. £395  
RILEY 23-litre D/H 5-str. 1950, black/red... £595  
RILEY 23-litre D/H 5-str. 1951, radio, htr. ... £595  
SUNBEAM-TALBOT 10 h.p. D/H coupe '47 £395  
SUNBEAM-TALBOT 2-litre D/H coupe '48 £425  
SUNBEAM-TALBOT 90 Mk. II coupe 1952... £565  
TRIUMPH roadster coupe 1948, new hood, tyres £395

## 15 25 h.p. Our range of this type of car is by far the largest in the whole country.

ARMSTRONG SIDDELEY Whitley s/n. 52/3 £595  
AUSTIN 16 s/n. 1939, very sound order... £175  
AUSTIN A70 Hereford s/n. 1952, full de Luxe £465  
DAIMLER Consort s/n. 1952, one owner car... £665  
DAIMLER Consort s/n. 1951, fitted heater... £395  
DAIMLER 23-litre s/n. 1948, carefully used... £445  
DAIMLER Conquest s/n. 1953, immaculate car £465  
HUMBER Hawk s/n. 1952, one private owner £345  
JAGUAR 23-litre Mk. V s/n. 1950, scarce mod. £545  
JAGUAR 23-litre s/n. 1948, sound order... £365

## THIS WEEK'S SPECIAL BARGAIN IN A LUXURY POST-WAR CAR

JAGUAR Mark VII saloon 1952, in grey with red leather, fitted heater and radio, windscreen washers, magnificent road performance... £695

JAGUAR Mark V s/n. 1951, suede green... £395  
JAGUAR Mark V s/n. 1949/50, just o/h'd... £495  
JAGUAR 23-litre s/n. 1949, radio and heater... £395  
RILEY 23-litre s/n. 1948, record, engine... £465  
RILEY 23-litre s/n. 1952, carefully used... £445  
ROVER 16 s/n. 1939, equal to post-war cond. £295  
ROVER 16 s/n. 1948, sportsman's four-light... £395  
ROVER 75 saloon 1948, original condition... £295  
ROVER P.4 s/n. 1951, locally owned car... £395  
STANDARD Vanguard s/n. 1950, radio/hr. ... £365  
STANDARD Vanguard Ph. II s/n. 1954, o/drive £595  
SUNBEAM-TALBOT 90 s/n. 1951 Mk. II... £545  
SUNBEAM-TALBOT 90 s/n. 1952 Mk. II... £595  
VAUXHALL Velox s/n. 1949/50, recellulosed... £395  
WOLSELEY 6/80 s/n. 1953, very immaculate... £625

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A range of luxury cars including American models.

ARMSTRONG SIDDELEY Sapphire s/n. '53 £925  
AUSTIN Sheerline s/n. 1950, chauffeur driven £495  
BUICK series 40 s/n. 1950, luxurious car... £795  
CHEVROLET Fleetmaster de luxe s/n. 1950... £595  
DODGE Kingway s/n. 1954, one owner, R.H.D. £1,395  
FORD Pilot saln. 1949, green/lawn leather... £295  
FORD Pilot saloon 1951, super condition, radio £295  
FORD V.8 model 91 A s/n. 1940, very smart... £195  
HUMBER Super Snipe Mk. III s/n. 1951, grey £395  
HUMBER Super Snipe s/n. 1954, O.H.V. eng. £795  
ROLLS-ROYCE 25/30 touring s/n. 1937... £695  
CHRYSLER Windsor s/n. 1952, one titled own. £895

## HIRE CARS

See under Hummer, Rolls-Royce, Austin, etc., Classifieds.

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AUSTIN A90 saloon, black/red.  
FORD Consul saloon, green/beige.  
MORRIS Minor 4-door saloon.  
ROVER 90 saloon, duo grey.  
STANDARD Family Eight saloon.  
STANDARD Eight de Luxe saloon.  
STANDARD Super Ten saloon.  
WOLSELEY 4/44 saloon, black.

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'55 AUSTIN A50, black/red, 3,500 miles	£645
'51 AUSTIN A40 Devon G53, heater ...	£435
'53 AUSTIN A70 Hereford, sun roof, htr.	£525
'54 FORD Popular, beige/red, 14,000 miles	£355
'55 FORD Anglia, black/red, 10,000 miles	£525
'53 FORD Prefect, beige/red hide, 12,000 m.	£415
'54 FORD Prefect, grn/bge hide, 7,000 m.	£595
'55 FORD Consul, black, heater, s/covers	£615
'54 FORD Consul, Bristol fawn/red, heater	£575
'54 MINX Mk. VII, Claret red, heater ...	£565
'54 HUMBER Hawk, smoke grey, red, htr	£675
'55 MORRIS Minor, black/red, 7,000 miles	£545
'54 MORRIS Minor, grey/red, heater ...	£485
'54 MORRIS Oxford Series II, black, htr.	£685
'54 MORGAN Plus Four, 4-str., as new ...	£605
'53 ROVER 75, grey/blue, heater, 21,000m	£745
'55 ROVER 90, black/red, 8,000 miles ...	£1,195
'55 STANDARD 8, grey, heater, 5,000 m.	£465
'55 STANDARD 10, blk/red, htr, 4,000 m.	£595
'55 STANDARD Vanguard, blk/beige, htr.	£465
'55 STANDARD Vanguard, black, 7,000 m.	£695
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1954 DAIMLER Conquest Century	£1,185
1954 FORD Zephyr saloon	£585
1955 FORD Consul saloon	£625
1955 FORD Popular saloon	£375
1955 FORD Prefect saloon	£545
1954 HILLMAN Minx saloon	£545
1954 JAGUAR Mark VII saloon	£950
1954 MORRIS Cowley saloon	£625
1955 MORRIS Minor saloon	£545
1955 MORRIS Oxford saloon	£695
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DAIMLER	
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most attractive colour scheme, new hood, a  
money all-weather car ..... 320
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version with sun roof. Black with brown  
leather upholstery. Very sound engine ..... 270
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Postal orders and cheques sent in payment for advertisements should be made payable to Hiffe & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 24 or 52 consecutive insertions. Full particulars on application.

**PRESS DATES**—First Post Tuesday for Used Cars for Sale and Wanted, Spares and Service. Trade Advertisements are accepted by telephone up to 12 noon, Waterloo 3333. All other classifications close for press first post Friday. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

### BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

### APPROVAL SCHEME

Readers replying to advertisements in these columns and wishing to take advantage of 'The Autocar' Approval Scheme facilities should send for particulars which are available on application.

The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion.

## USED CARS FOR SALE & WANTED — SPARES & SERVICE

### A.C.

GATEHOUSE offer:—

**1950** A.C., blue, in first-class condition, one owner, under 30,000 miles: £525.—Gatehouse Motors, Ltd., Highgate Village, London, N.G. Mon. 4454. [C2021]

**£385**—1948 (Sept.) A.C. 2-door saloon, dual colours, very fine condition. [C2021]  
**SWANMORE GARAGE**, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C2021]

**ALL** enquiries for A.C. Ace, Accra and 2-litre saloons for quick deliveries, also for good second-hand A.C.s either wanted, for sale or exchange should be addressed to the A.C. distributors, Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth (Tel. Southbourne 43544 or 43545). [C2021/1]

**1955** (May) A.C. Accra, metallic dark blue, red leather, 4,000 miles, over £100 extras include built-in S.M.V. radio, heater, demister, map case, Mitchellin 8 tyres, chrome exhaust: opportunity to secure virtually new car at £625, saving of list price £1,545: exchanges welcomed, terms—Fridge & Clarke, 237, Brixton Hill, S.W.2. Tulse 5664. [C2021]

**REALLY** good A.C. wanted.—Cobb, 10, Bryanston Mansions, York St., W.1. [C1098]

**GATEHOUSE MOTORS** will purchase all types of A.C. cars.—1, Hampstead Lane, N.G. Mouniview 4444. [W2021]

**GOOD** A.C. required immediately.—O. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 119. [W2000]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**Alfa-Romeo Spares and Service**  
**THOMSON & TAYLOR (BROOKLANDS)**, Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-9. [O124/R]

### ALLARD

**ALLARD & TABOR**, Ltd., Welwyn By-Pass, Herts. Welwyn 461-2-3, offer:—

**1953** Allard Palm Beach, finished black, Zephyr engine, excellent condition throughout: £595; maximum H.P. terms available. [C1001]

**FACTORY** serviced Allard cars your wisest buy: always a good selection at competitive prices.  
**ALLARDS MOTORS**, Ltd. (main Allard distributors), 43, Acre Lane, Brixton, London, S.W.2. Brixton 6431. [O1912/R]

**1949** model drop head coupe, heater, spotlamps, screen washers, etc., floor gear lever, excellent example: £275; terms: exchanges—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Sloane 5434. [C3045]

**1946** Allard sports 2-seater, an attractive, immaculate car with amazing performance coupled with docility and economy: £285, or £95 deposit.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**1950** Allard PI saloon, radio, heater: £375; 1948 Allard 71K sports 4-seater tourer, red, £275.—Performance Cars, Ltd., Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041]

**£398**—Allard available shortly, a really magnificent sports saloon, pastel blue leather interior, spotlamps cond. one owner, heater, windstone horns, tyres as new, must be seen, looks like £3,000: ring for appointment.—Benmotors, 1, Clarendon Rd., Holland Park, W.11. Park 5066-7 (50yds. Holland Park Tube). [C1017]

### Allard Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**RICHARDS & CARR**, Ltd., the best Allard buyers.—35, Kinnerton St., S.W.1. Sloane 5424.

**CASH** immediately for good Allard.—H. F. Edwards, 28-34 Upper High St., Epsom, Surrey. Tel. Epsom 5611. [W2001]

**ALLARDS MOTORS** (Allard main distributors) buy or exchange Allard cars.—43, Acre Lane, S.W.2. Brixton 6431. [O146/R]

### ALVIS

**1948** Alvis 14 saloon, 23,000 miles: £475.—John well 1242. [C2026]

## SALES & WANTS

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Advertisement Form

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### ALVIS

GATEHOUSE offer:—

**1950** Alvis 14/75, black, fitted heater, in really first-class condition: £625.

**1949** Alvis, in first-class condition, black and silver: £575.

**1948** Alvis 14 TA drop head coupe, dual colour: £430.

**1935** Alvis Speed Twenty, Charlesworth body, black: £195.

**1948** Alvis 14/75, black, one owner: £525.—Gatehouse Motors, Ltd., Highgate Village, London, N.G. Tel. Mouniview 4444. [C2021]

**CHARLES FOLLETT**, Ltd., offer:—

**1951** Alvis 3-litre sal., black, red leather, one owner, speedo, reading 42,000 miles, radio and heater, very well kept car: £695.

**SHOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266.

**SERVICE**: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C201C]

**BROOKLANDS**: wholesale and retail.

**NEW** 5-litre Graber saloon enquiries; particulars on request.

**1953** Alvis 3-litre saloon, radio; confidential terms; part-exchange.

**103** New Bond St., London, W.1. Mayfair 8351. [C1029]

**GUY SALMON AUTOMOBILES** offer:—

**1954** (Sept.) Alvis 20/100 drop head fourseater, coupé, metallic grey, grey leather, faultless condition throughout: £1,485.—Portsmouth Rd., Ditton, Emsworth 5551-2-3. [C4001]

**ERIC HAYES**, Ltd., offer Alvis cars:—

**1951** 3-litre saloon, fitted radio and heater, a superb car: £665.

**1949** 14hp saloon, fitted heater and taxed December: £525.

**1948** 14hp saloon, finished in black, fitted heater: £475.

**ERIC HAYES**, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. [C2033]

**BRAY MOTORS** special Christmas offers:

**£99**—Genuine 1936 Alvis Created Eagle 17hp de luxe saloon, recent second engine, new tyres, new battery.—Below.

**£75**—1934 Alvis 12hp sports saloon, a bargain.—180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**1952** Alvis 3-litre saloon, black/beige, one owner.

**DUNHAM & HAINES**, 46, Castle St., Luton 2102-1. [C1079]

**1938** Alvis 19.8 saloon: £185, 3 months guarantee, terms and exchanges.

**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey, Mouniview 5225 and 5774. [C4054]

**1951** Alvis 3-litre saloon, black with fawn leather, PARKERS (MANCHESTER AND BOLTON), Ltd., Deansgate, Manchester, Dea. 4507. [C3082]

**1938** Alvis 12/70 sports saloon, engine overhauled, in good condition: £220.—O. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104. [C4053]

**1948** Alvis 14 saloon, black, brown interior, fitted heater, 7,000 miles since engine overhauled, fine example of this superior car: £465.—Hillwood Motors, Mill Hill (London) 4252. [19144]

**£165**—1934 Alvis Charlesworth speed 20 saloon; new valves, springs, crown wheel, pinion, suspension, crankshaft reground, brakes relined, tyres good; good condition throughout; photo on request.—Hyman, 45, Eaton Cres., Swansea. [19158]

**465** gns.—Alvis 14 1948 sports saloon, sliding head, leather, heater, screen washers, one owner, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**1940** Alvis 12/70 sports saloon, specimen: £325; 1931 Alvis 12/70 drop head coupe: £275; 1959 Alvis speed 25 drop head coupe: £195; 1957 Alvis speed 25 saloon: £295; 1959 Alvis speed 25 tourer: £195; 1958 Alvis 17hp sports saloon: £95.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C5041]

**Alvis Cars Wanted**

**ERIC HAYES**, Ltd., will purchase Alvis cars in any district.—Tel. Ambassador 8266. 13, Bishop's Bridge Rd., London, W.2. [W2033]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Alvis Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.5. Ham 6041. [W4018/R]

**G**ATEHOUSE MOTORS will purchase all types of Alvis cars, pre- and post-war 14/75 urgently needed.—Chiswick, Middx. E44 Highgate Village, London N.W.6. Tel. Moundsview 4444. [W2061]

## Alvis Spares and Service

**S**ERVICE and spares for Alvis cars.  
**A**LVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams: Alviscar, Gold, London.

**A**RD at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams: Alvis, Coventry. [80591/R]

**C**HARLES POLLETT, Ltd., Alvis Specialists.  
**S**HOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

**S**PARE parts.  
**S**ERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5556-7-8. [10691/R]

**K**INGSTON-ON-THAMES.—Alvis specialists for sales and service.  
**W**ILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [94059]

**M**ANCHESTER.—Alvis repairers and spares, main agent.  
**F**REEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2764-5. [10653/R]

**L**ANCASHIRE and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshaw, Bolton (4060), and 176, Deansgate, Manchester (Deansgate 4507). [0736/R]

## AMERICAN CARS

**S**IMPSON'S offer:—  
**1955** Ford Victoria hard top, every conceivable extra.

**1955** r.h.d. Dodge V.8 Royal Hydramatic drive, power brakes, r. & h., all extras.

**1954** r.h.d. Plymouth Savoy, r. & h., all extras.  
**1954** Ford Victoria hard top, all extras.

**1953** Plymouth shooting brake, r. & h., signals, 6 passenger, powder blue.

**1948** Plymouth 2-door, all extras.  
**1953** Nash Rambler, l.h.d., Hydramatic drive, r. & h., all extras.

**1948** r.h.d. Buick, r. & h., all extras.  
**1948** Packard 6 cyl., very clean, radio.

**1938** r.h.d. Chevrolet, r. & h., all extras.  
**1949** r.h.d. Chevrolet Bel Air, V.8, r. & h., all extras.

**1955** Kaiser Manhattan, 6,000 miles. Hydramatic drive, r. & h., special show model.

**1953-54** Buick Dynaflo 4-door, all extras.  
**1951-2** Pontiac 2-door, r. & h., all extras.

**1952** Chevrolet 2-door, r. & h., all extras.  
**1950** Ford Custom convertible, r. & h., all extras.

**1949** Nash Rambler, r. & h., all extras.  
**1953** American, Continental and English cars taken in part exchange.

**S**IMPSON'S CARS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/9605. [C4015]

**P**EDIGOR CARB offer:—  
**1955** Oldsmobile Rocket Super 88 electric drop head coupe, Hydramatic, radio, heater.

**1953** Fordomatic Hydramatic Squire 4-seater, 4-door Estate car, radio, heater; this car must be seen.

**1952-3** Nash Rambler Country Club saloon, right-hand drive, radio, heater, double electric p.d.

**1951** Buick super electric drop head coupe, very pretty, radio, heater, immaculate.

**1950** Studebaker Champion saloon, radio, heater, overdrive, very nice car.

**1949** Studebaker Champion electric drop head coupe, radio, heater, overdrive, new hood, repainted.

**1950** Oldsmobile 6, Hydramatic, streamline saloon, radio, heater, handsome car.

**340** Euston Rd., N.W.1. Euston 7889 and 7880. [C3093]

**W**OOD & LAMBERT, Ltd., main dealers.  
**N**EW Canadian Ford Customline saloon, opalescent green, sunken interior, radio and heater; at the pre-Budget price of £1,351 (including purchase tax); immediate delivery.

**49** Stamford Hill, N.16 (Sta. 3434). [9195]

**£899** 1949/50 series Buick saloon, right-hand drive model, very rare car, in impeccable condition.

**L**AMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars, exchanges; hire purchase.—421-425, High Rd., Finchley (East Finchley Underground), Finchley 6222. [C2652]

**B**ITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—15-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [C1027]

**J**OE THOMPSON MOTORS, Ltd., offer a selection of late model cars in excellent condition, at competitive prices as detailed under Classified headings. To be seen at our showrooms at—91-3, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028]

## American Cars Wanted

**A**TENTION!!!  
**S**IMPSON'S, The American Car Buyers, require all American cars.—Wembley 8691/9605. 345, High Rd., Wembley. [W4015/R]

## American Cars Wanted

**A**LEX COWLEY AUTOMOBILES, Ltd., England's most eager buyers of quality American automobiles; trade enquiries welcomed.—Euston 5565/1143. [W1111]

**B**ITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj) Leicester Sq., Tube Stn., London, W.C.2. Temple Bar 3588.

## ARMSTRONG SIDDELEY

**W**ELBECK MOTORS, Ltd., for new and used Armstrong Siddeleys.

**1955** Armstrong Siddeley Sapphire, elephant grey with red interior, fully automatic gear box, extra and luxury fittings, £1,500.

**1951** Armstrong Siddeley 18hp special chassis with Hooper drop head coupe coachwork, pre-selector gear box, a unique specially built car originally costing £5,000, latest most beautiful Hooper lines, fully automatic hood and windows, every conceivable extra and luxury fittings, £1,500.

**1953** Armstrong Siddeley Hurricane drop head coupe, grey with blue hide, mileage approximately 20,000 only, synchromesh, £525.

**1950** Armstrong Siddeley Hurricane 18hp drop head coupe, black, synchromesh, superb Armstrong history, £295.

**1948** Armstrong Siddeley Lancaster 18hp 4-door saloon with sliding roof, beige, bucket seats, projector, sound old car with excellent Armstrong history, £295.

**W**ELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049]

**G**UY SALMON,  
**T**HE Armstrong Siddeley specialists, for sales, service or advice on these fine cars.

**F**ULL range of new Sapphires for inspection and OFFER the following used examples:—

**1955** series Armstrong Siddeley Sapphire saloon, black/panels lawn, 10,000 miles, pre-selector, one owner, originally supplied and maintained by us; £1,295.

**1953** Armstrong Siddeley Hurricane drop head fourseater, an enthusiast's car, finished in true Concours d'Elegance style with special ivory cellulose and lawn hood, upholstery and interior trimming in matching white with lawn panels, this car is a unique specimen in every respect and must be seen to be appreciated; £265.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

**A**RNES OF ALBEMARLE ST. offer:—  
**1954** Sapphire, unregistered, slightly shop-soiled, preselector gear box; £1,495.

**1954** Sapphires, preselector, choice of 2; £1,145.  
**A**LL the above cars carry our 3 months' guarantee.

**S**HOWROOMS: 28, Albemarle St., W.1. Hyde Park 9223.

**S**PARES and service: Steeles Rd., Haverstock Hill, N.W.3. Primrose 4467. [C1109]

**P**ASS & JOYCE, Ltd., (England's largest distributors), offer:—  
**1954** Armstrong Siddeley Sapphire, metallic grey, immaculate condition; £1,125.—184-188, Great Portland St., W.1. Museum 1001. [C5039]

**B**ENTALLS, Ltd.  
**1947** Armstrong Siddeley Typhoon, black with brown upholstery; £345.

**1946** Armstrong Siddeley Hurricane, black with brown upholstery, fitted radio and heater; £340.—Kington-on-Thames, Kington 1001. [C1059]

**H. C. PAUL, Ltd.**  
**1954** electric, bucket seats, loose covers, radio, one owner; £895.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0521-2. [C3040]

**B**OOK & PORTER, Ltd.  
**1954** Sapphire, one owner, radio, 28,000 miles, synchromesh, really exceptional car; £395.

**C**ASTELNAU, S.W.13 (Hammersmith Bridge). Riv. 4444. [C1022]

**H**ATTON CROSS GARAGE offer:—  
**1951** Armstrong Siddeley Lancaster saloon, one owner, fitted radio and heater, a fine example of the marque; £495.—Great South West Rd., Feltham, Feltham 2176. [C2092]

**1954** Sapphire pre-selector, in first-class condition; £1,075.

**1954** Sapphire pre-selector, in very good condition; £1,125; 6 months' guarantee on each car.

**W**ILSONS, "The Enthusiastic Owner-Agents," 1-3, Dorking Rd., Epsom 3901; or 34, Acton Lane, Brixton 4011. [C4085/R]

**1954** Armstrong Siddeley 4-door saloon Sapphire, brand new condition, guaranteed unused; £980 plus P.T.—Mon. 4213. [9915]

**500** miles only, 1956 model synchromesh Armstrong Sapphire saloon; to-day's list price £1,823, accept £1,500.—Imperial 3984. [C3094]

**1956** Armstrong Siddeley Sapphire saloon, automatic gear box, delivery mileage, will accept £1,850, or near offer.—Box 8338. [9227]

## ARMSTRONG SIDDELEY

**£555** 1951-2 Armstrong Siddeley Whitley de luxe saloon, beautiful condition, only one owner, 29,000 miles.—Below.

**£495** 1951-2 Armstrong Siddeley Hurricane drop head 5-seater, immaculate and excellent condition.—Below.

**£399** 1949 Typhoon, in beautiful condition, will pass any meticulous examination.

**L**AMBS OF WOOD GREEN, Established 1897,—100 guaranteed cars, exchanges; hire purchase.—421-425, High Rd., Finchley (East Finchley Underground), Finchley 6222. [C2052]

**1936** 7-str. limousine with division, perfect road condition, opportunity; £951.—100, Palmerston Rd., N.W.6. Tel. Mai. 4723. [C1011]

**1955** series Sapphire, twin carbs., radio, 16,000 miles, one owner; £1,375.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2095]

**1955** Sapphire saloon, synchromesh, lawn and black, under 2,000 miles, as new; £1,395.—Peter Guest, Ltd., Osgood, King's Lynn. Tel. 4139. [1777]

**1952** Armstrong Whitley saloon, radio, etc., superb condition; £625.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C5037]

**1954** Armstrong Siddeley Sapphire, 20,000 miles, fitted heater and radio; £825.—Clayton Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050]

**G**&**M** ALFRED'S (1936), Ltd.—1952 (August) Armstrong Whitley 6-light saloon, radio, heater, loose covers, small mileage, one owner, much above average; £255.—6-7, Warren St., W.1. Euston 3268. [C1005]

**A**RMSTRONG SIDDELEY Sapphire, 1955, automatic no-clutch transmission, mileage only 3,400, in immaculate condition, colour blue and silver with blue upholstery; a bargain at £1,695.—Apply Central Garage (Bolton), Ltd., Ashley Bridge, Bolton. Tel. Eagley 1226. [9119]

**245** ens.—Armstrong Siddeley 1947 Lancaster 4-door saloon, sliding head, manual gear change, radio, heater, excellent condition, based, terms, exchange, list; open 8-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

**W**ALTER SCOTT, Ltd., offer 1954 Armstrong Sapphire saloon, black/silver grey, pre-electric, twin carburetors, radio, heater, mirrors, loose covers, Michelin 17 tyres, 13,000 miles, including mileage from new, one careful owner, £1,050; also new Sapphire at pre-Budget price—59, College Cresc., Hampstead, N.W.3. (Swiss Cottage Tube), Primrose 3814. [C4005]

## Armstrong Siddeley Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

**W**ILSONS, "The Enthusiastic Owner-Agents," 1-3, Dorking Rd., Epsom 3901, or Epsom 3901. [C4085/R]

**M**ARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 9000. Seven Sisters Rd., Tottenham, N.15. [10183/R]

**P**ASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0935/R]

## Armstrong Siddeley Spares and Service

**A**RCOT ENGINEERING, Ltd.  
**A**RMSTRONG SIDDELEY specialists: complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed service by specialists; trade and retail.

**P**RESELECTOR or boxes, exchanges, reconditioning 48 hrs.—Avon, Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Tel. 7341. [0644/R]

**D**ISMANTLING spares, nearly all models 1932/1940.—Wards Motor Stores, Walsley, Tel. 4151. [0004/R]

**W**ILSONS, "The Enthusiastic Owner-Agents," are pleased to offer "Service by Exchange" on 34, New Lane, S.W.2. Brixton 4011, or 1-3 Dorking Rd., Epsom, Surrey, Epsom 3901. [84085/R]

**P**ASS & JOYCE, Ltd., 27, Peter St., Manchester, 2, have large stocks of spares, reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6151. [10602/R]

**P**ASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clients the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9. (Colindale 5531). [0670/R]

## ASTON MARTIN

**B**ROOKLANDS: wholesale and retail.  
**N**EW Aston Martin DB35 for delivery, also Mark I saloon and Mark II coupe.

**1954** Aston Martin DB2-4 saloon.  
**1952** Aston Martin DB2 Vantage engine saloon, radio, twin exhausts.

**B**UY or sell with confidence; part-exchange.  
**103** New Bond St., London, W.1. Mayfair 8351. [C1029]

**1952** Aston Martin DB2, blue/blue hide, a particularly good chassis, F.M.V. de luxe radio, Vantage engine, Alfin drums; £1,575.

**J**. DAVY, Ltd., 180-4, Kensington High St., W.8. Western 9641. [C1069]

**1952** DB2 saloon, B.R. green, first-class condition throughout; £1,335.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [C2095]

**1954-5** DB2-4 3-litre, chrome wheels, low mileage, acc. radio, absolutely as new; £2,055.—Tolworth Motors, Ltd., Kingston By-pass, Tolworth, Elmbridge 2254. [C4061]

**J. H. BARTLETT**, Aston Martin 1953 DB2, Vantage engine MAR, radio, Michelin X tyres, small mileage, absolutely superb car; £1,395.—27, Farnbridge Villa, W.11. Bay. 0523. [C1015]

**1952** (September) Aston Martin DB2 sports saloon, green, one private owner only, in immaculate condition throughout; £1,225.—W. P. Maidens, Slendford, Lincs. Tel. 185. [9152]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ASTON MARTIN

1955 3-litre DB2-4, black, tan upholstery, Al-Fin drums, radio, heater, Michelin X tyres, low mileage, opportunity of saving £600 on present list price.—Appleton She. 7591. [C1914]

ASTON MARTIN 1955 saloon, blue, blue leather, A heater, 5,000 miles, very carefully used, by fastidious owner; absolutely immaculate; £2,250, or would exchange with cash adjustment for Mark II hard top.—Box 8198. [C1854]

245 gns.—Aston Martin 1939 2-litre short chassis d.h. coupe, new hood, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4015]

ROSE & YOUNG, Ltd., offer 1953 Aston Martin DB2 saloon, fitted Vantage engine, H.M.V. radio, full chrome wire wheels, 5 new Pirelli speed tyres, special instrument panel; this car is immaculate and has been maintained regardless of cost, finished in Imperial crimson; £1,495.—65-69, St. Nicholas Avenue, Streatham Hill, S.W.2. (One minute Streatham Hill Station.) Tube, Hill 9464. [C3057]

## Aston Martin Cars Wanted

ROWLAND SMITH, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube). N.W.3. Ham 6041. [W4018 R]

J. H. BARTLETT will pay more for good Aston Martins.—57, Penbridge Villas, W.11 [W1013]

## Aston Martin Spares and Service

FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines for all Aston Martin cars produced up to 1940; specialised servicing facilities! [C1079 R]

## ATALANTA

£475!!!—Atalanta sports convertible, specially built bodywork by Abbott in 1948 and first registered, this car has special gears and tremendous performance 10 to 100 mph in top gear with reasonable petrol economy; magnificent looking vehicle, creates tremendous interest wherever it goes, beautiful looking and running vehicle, easily mistaken for a £2,000 motor car.

LAMBS OF WOOD GREEN. (Established 1897). 100% guaranteed, hire, exchange, £21-425, High Rd., Finchley, (East Finchley Underground). Finchley 6222. [C2052]

## AUSTIN A30

CAR MART, Ltd.

AUSTIN London Distributors.

1954 Austin A30 2-door saloon, black with red upholstery; £445.

1955 Austin A30 4-door saloon, grey with red upholstery; £475.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039]

H. A. SAUNDERS, Ltd., offer:—

1955 Austin A30 2-door saloon, grey, red upholstery, recorded mileage 6,718, heater; £495.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). [C2027]

CHIPSTEAD MOTORS, Ltd., offer:—

1955 Model, grey/red, heater, etc., 10,000 miles; £435.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052/7253/7134. [C1046]

1955 Austin A30 2-door saloon, blue, 800 miles, as new condition; £475.—Haskins, Ltd., broke 1159. [C3027]

1954 Austin A30, duo-tone, immaculate; £445.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.3. Tel. Colindale 5185. [C3096]

1954 Austin A30 2-door saloon, one owner, 13,000 miles; £435.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middx. Mol. 6109. [C4055]

"HI-POWER" twin carburettor conversion gives fantastic performance with economy; £35 fitted including modified cylinder head, etc.; send for data and price list.

ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. [C1094]

1955 (November) Austin A30 4-door saloon, Conway blue, heater, as new; £520.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Freamantle 3553. [C1085]

1954 Austin A30 2-door saloon, cream, red interior, one owner, heater, very clean, three months' guarantee; £430.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034]

1955 Austin A30 4-door saloon, grey, red leather, 5,000 miles only, indistinguishable from new, guaranteed; £430.—Kings Motors, 1, High St., London, W.1. Tel. 3552. [C2049]

PRIDE & CLARKE, Ltd.—1955 Austin A30 4-door saloon, 6,000 miles; £449. 1954, 8,000 miles; £419. 1954 4-door; £399.—237 Brixton Hill, S.W.2. Tel. 3564/5. [C3066]

1953 (Aug.) Austin A30 4-door, beige/red, htr., low mileage; £445; exchanges—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022]

425 gns.—Austin A30, September, 1953, 4-door saloon, heater, carefully used, 13,500 miles, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4013]

## Austin A30 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [0952 R]

CASH immediately for good Austin A30.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

ROWLAND SMITH, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018 R]

## AUSTIN EIGHT

1947 Austin 8 saloon, very sound and clean; £295. Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C5019]

1946 Austin 8 4-seater tourer, a good runner and a nice example of this popular model; £165, or £65 deposit.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6430. [C1024]

TANKARD & SMITH, Ltd., offer 1947 Austin 8 saloon, black/brown, exceptional condition; £295. Three months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4901. [C4025]

95 gns.—Austin 8 1939 saloon, sliding head, leather, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

## Austin Eight Cars Wanted

ROWLAND SMITH, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube). N.W.3. Ham 6041. [W4018 R]

## AUSTIN TEN

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1946 Austin 10; £275.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1947 Austin 10 saloon, black, recent reconditioned engine, good tyres; £395.

X1 SERVICE STATION, Kingston Vale, S.W.15. Kin. 8335. [C4060]

165 gns.—Austin 10 1939 Cambridge saloon, sliding head, leather, passport, very good condition, taxed; choice of 4 Austin 10s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1939 Austin 10 Cambridge de luxe saloon, this is without doubt one of the finest Cambridge models we have ever seen, one owner from new, finished in black with blue leather interior, this car has been maintained in really excellent condition throughout and must be seen to be appreciated, a very beautiful specimen; £220.

BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027]

## Austin Ten Cars Wanted

PRIVATELY owned Austin 10—2/143, Streatham High Rd., Tulsa Hill 2768. [W2037]

GARDNER & Co. (HENDON) will pay highest prices for good Austin 10—Sunny Hill 3555 and 0030. [W2074]

ROWLAND SMITH, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018 R]

## AUSTIN A40

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., W. Whetstone, N.20, Tel. Hillside 6621, offers:—

1954 Austin A40, beige, heater; £605.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., W. Whetstone, N.20, Hillside 6621. [C3042]

DICKS.

1951 A40 Devon saloon, exceptional bargain; £359.

DICKS CAR SALES, Ltd., 395-401, High Rd., Kibbourn, Maida Vale 6888-9. [C1072]

BENTALLS, Ltd.

1953 Austin A40 sports, green, radio and heater; £525.

1953 Austin A40 saloon; £505.—Kingston-on-Thames. Kingston 1001. [C1095]

CAR MART, Ltd.

AUSTIN London Distributors.

1955 Austin A40 Cambridge saloon, heater, black with red upholstery; £610.

CAR MART, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039]

B. J. HUNTER, Ltd., offer:—

1956 series Austin A40 saloon, works mileage only; £710.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040]

H. A. SAUNDERS, Ltd., offer:—

1951 Austin A40 Devon saloon G83, black, brown upholstery, radio, heater; £495.

1953 Austin A40 saloon, black, recorded mileage 21,145; £525.

1954 Austin A40 Somerset saloon, black, red upholstery; £575.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). [C2027]

GLANFIELD LAWRENCE offer:—

1954 A40, blue/blue leather, fitted heater, low tons; £595.—407, High Rd., N.12, Finchley 0091. [C2055]

H. BEART & Co., Ltd., offer:—

1951 Austin A40 Devon saloon, black with brown upholstery, recently decarbonised; £395.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3546. [C1081]

BIRKETT'S (FINCHLEY), offer:—

1954 Austin A40, grey, red interior; £495; written guarantee; terms, exchanges.

BIRKETT'S (FINCHLEY), 397-401, High Rd., East Finchley, N.2, Finchley 0052-3-4 anytime. [C4065]

ARTHUR MULLINER, Ltd., offer:—

1955 Austin A40 Countryman, grey with brown interior, fitted heater, one owner, a very genuine low mileage example; £645.—Bridge St., Northampton Tel. 907. [9189]

## AUSTIN A40

WORKING MOTORS Mercedes distributors.

1953 Austin A40 drop head coupe, small mileage; £495.—Working Motors (Maybury Hill), Ltd., Woking 4277-8. [C4057]

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1949 (September) A40 saloon, one owner, heater, black brown interior, condition as new; £385.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Herford Rd., Enfield, Howard 1631. [C4009]

£585.—1955 Austin A40 saloon, 7,000 miles.

BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027]

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1950 Austin A40; £395.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1954 A40 Somerset black, red leather, one owner, car, £605.

1953 Austin A40 Somerset; £545.—Below.

1952 Austin A40 Somerset; £505.—Below.

1951 Austin A40 Devon; £475.—Below.

A. L. fitted with heater; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2095]

1952-3 Austin A40 sports, as new; £525; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Harnsey, Mountview 5228 and 5774. [C4054]

1952-53 Somerset, grey, heater, one owner; £490.—265, Bassett Ave., Tel. Southampton 69851.

1954 Austin A40 Somerset saloon, sun roof, heater, £345.—Hal Motors, Ltd., Tot. 7771 (4 lines). [C2077]

1951 Austin A40 G83, fitted heater, very good condition throughout; £395.—Putney 69851. [C3089]

1951 Austin A40 saloon, heater, excellent condition throughout, black; £395.—Northways Garage, Swiss Cottage, N.W.3, Primrose 1127. [C3026]

575 gns.—Austin A40 late 1954 Somerset convertible, leather, heater, one owner, small mileage; terms, exchanges.—Rowland Smith, below.

525 gns.—Austin A40, October, 1953, Somerset saloon, grey, blue leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Austin A40 1949 Devon 4-door saloon, sliding head, leather, heater, one owner, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1954 A40 Somerset Austin saloon, green, 4,100 miles; £595.—Palmer, Rookhurst, Westbury, Surrey. [C1994]

1954 (July) Austin A40 Somerset, fawn, heater, leather, excellent cond.; £555.—Salmons Garages, Ltd., Temple Bar 3338. [C4029]

1955 (May) Austin A40 van, 5,250 miles, as new; £448.—Peter Guest, Ltd., Gaywood, King's Lynn, Tel. 4129. [C1910]

X1 X40 4-door saloon de luxe, an exceptional specimen; £560, £120 deposit; written guarantee.—R. J. Searle, Ltd., 25, Church St., Hampton, Molesey 2142. [C4069]

£395.—1951 A40 Countryman, immaculate condition, genuine bargain.—G. P. (Balham), Ltd., 26, Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 1107-8-9. [C2024]

1951 (November) G.8.5 A40 saloon, green, brown hide, heater, sliding roof, etc., one owner, excellent order; £435.—Robbins, East Putney, Tel. 7881. [C3010]

AUSTIN A40 (January) '54 saloon, black, leather, excellent condition; £525; terms and exchanges.—West London Motors, 205-209, Fulham Palace Rd., W.6. Fulham 0066. [9160]

AUSTIN A40, 1951, grey, blue upholstery, fitted heater, one owner, 43,000 miles, engine recently overhauled, immaculate condition throughout; £400 o.n.o. Tel. Eps. 4000. [9131]

1954 (June) A40 Somerset coupe, 15,000 miles, green, one owner, leather, heater, seat covers, unblemished; £595.—Campbell Symonds, Wembley 6262. [C1037]

1953 (October) Somerset coupe, radio, heater, one owner, excellent throughout; £445; terms; exchanges.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1, Sloane 5424. [C3045]

1953 Austin A40 convertible, black, heater, one owner, low mileage; £465; exchanges; terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14, Park 9704 and 5966. [C3034]

!!! 1951 A40 Countryman, new engine October 1955, paint, upholstery, tyres perfect; whole car faultless; £385.—Bruce Francis, 68, Cromwell Mews, South Kensington, W.8. 0513. [C2096]

300 Miles only!!! 1955-6 (just registered) Austin A40 Countryman, fitted with heater and over-riders current price over £400; unique opportunity at £695.—Northern Motors of Harrow, 186-194, Finner Rd., Harrow 4444. [9168]

## Austin A40 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 16 Cambridge Rd., Ealing, W.5. Ealing 6600. [0997 R]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Austin A40 Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/B)

**P** RIVARTELY owned A40 or 50.—2/143, Streatham High Rd.,ulse Hill 2769. (W2037)

**A40** buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. (W3018)

**H. A. SAUNDERS** require A40 cars in part exchange for new Austins.—144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

## AUSTIN A50

**W. HAROLD PERRY** Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 0821, offer:—

**1954** (November) Austin A50 Cambridge de luxe saloon, blue, beige leather upholstery, heater, spot lamp, very nice condition; £655. (C3042)

**W. HAROLD PERRY** Ltd., 1105-1111, High Rd., Whetstone, N.20. Hillside 6621. (C3042)

**CAR MART, Ltd.**

**AUSTIN** London Distributors.

**1955** Austin A50 Cambridge de luxe saloon, heater, grey with red upholstery; £650. (C1039)

**1955** Austin A50 Cambridge de luxe saloon, heater, Chelsea grey with grey upholstery; £645. (C1039)

**CAR MART, Ltd.**, 16, Uxbridge Rd., Baling, W.5. Felling 6600. (C1039)

**B. J. HUNTER, Ltd.**, offer:—

**1955** Austin A50 saloon, low mileage, showroom condition; £650. (C3040)

**B. J. HUNTER, Ltd.**, 33, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C3040)

**CM** CAR SALES (Pri. 6623), offer:—

**1955** Austin A50 de luxe saloon, grey, one owner taxed; £665; choice of several. (C1051)

**THREE** months' guarantee; terms: list on application.—Series Cottage, Finchley Rd., N.W.3. (C1051)

**"H-POWER"** twin carburettor conversion gives amazingly improved performance.

**HIGH-RATIO** rear axles now available; send for data and road tests.

**ALEXANDER ENGINEERING Co., Ltd.**, Haddenham, Bucks. Tel. 345. (C1094)

**1954** A50 Cambridge, Chelsea grey, seat covers, two fog lamps, one careful owner; £625.—Campbell Symonds, Perivale 4456. (C1037)

**AUSTIN** A50 saloon delivery mileage only; ex-changes, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. (C1010)

**PRIDE & CLARKE, Ltd.**—1955 Austin A50 de luxe saloon, 2,000 miles; £659.—Stockwell Rd., S.W.3. Brixton 6251. (C3068)

**AUSTIN** A50 de luxe, 1955 (reg. Nov. '54), one owner, 12,000 miles, unmarked, extras; £620; terms, exchange.—10, Winchester Mews, N.W.3. Pri. 6159. (C1015)

**1955** Austin A50 saloon de luxe, heater, leather, 4,000 miles; £675.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., East Croydon. Tel. Addiscombe 3066-7-8-9. (C1076)

**1955** Austin A50 de luxe saloon, black, red leather, 4,000 miles only, as brand new; £665.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. (C4011)

**1954** A50 de luxe, blue, fitted twin spotlights, wing mirrors, screen washers, low mileage, one owner; £600.—Brent Cross Garage, Hendon Way, N.W.4. Speedwell 118. (C1067)

**1955** (November) Austin A50 de luxe saloon, Chelsea grey, radio, rim finishers, badge bar, as new; £725.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Frenantle 3333. (C1083)

**1955** (July) Cambridge de luxe, grey/red leather, negligible mileage, immaculate unblemished condition; £667.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

**625** gns.—Austin A50, May, 1955, Cambridge saloon, one careful owner, small mileage, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

## Austin A10 Cars Wanted

**CAR MART, Ltd.**

**AUSTIN** London Distributors.

**1954** Austin A70 Hereford saloon, heater, cream with red leather upholstery; £585. (C1039)

**CAR MART, Ltd.**, 382, Streatham High Rd., S.W.16. Streatham 0054. (C1039)

**BROOKLANDS** Austin retail dealers.

**1953** Austin A70 saloon, radio, heater. (C1039)

**PART** exchange; guarantee.

**103**, New Bond St., London, W.1. Mayfair 8551. (C1039)

**HENDON CENTRAL GARAGE, Ltd.**, offer:—

**1950** Austin A70 saloon, fitted radio, heater, seat covers, taxed, in very nice condition throughout. £430.—Watford Way, Hendon Central, N.W.4. (C2054)

**£495**—1951 Austin A70 sun saloon, one owner, excellent order.

**GORDON CARS (LONDON), Ltd.**, Highfield, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. (C2058)

**AUSTIN** A70, first registered July 1954, beautiful condition; £545.—Arnold 2246. (C1037)

**SIMPSON MOTORS (WEMBLEY), Ltd.**, English Car Sales Division offer:—

**1952** Austin A70; £395.—354, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

**1949** Austin 16, excellent throughout; £365; 3 months' guarantee, terms and exchanges.

**JACK WILLIAMS MOTORS**, 169, Priory Rd., Hornsey, Mountview 5226 and 5774. (C4054)

## AUSTIN SIXTEEN

**HEARSES, Hearses, Hearses.** We can supply heater or deck hearers on the 16 h.p. chassis. Brochures available.

**A. L. F. & SAUNDERS (COACHBUILDERS), Ltd.**, Station Approach, Kew Gardens, Richmond 1161. (C1103)

**1949** Austin 16 saloon, radio, guaranteed; £290.—Oldfield, 385, Kensington High St., W.14. Wes. 6631. (C5029)

**HIRECAR** Limousines a selection 1950/1953 is offered at prices £485-£775; write or phone.—Willmore Motors, Ltd., Kendrick Place, South Kensington 6915. (C1103)

**A & SAUNDERS, Ltd.** Guaranteed 16hp Hire Limousines. Large choice 1950/51/52 from £525/£705. Extra if fitted Standard Diesel. Providence Court, North Audley Street, Mayfair 2941. (C1006)

**1948** Austin 16 saloon, black, brown interior, sun-shine roof fitted, heater and radio, in superb condition throughout, guaranteed; £525.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. (C1065)

## AUSTIN SIXTEEN Cars Wanted

**ROWLAND SMITH'S** the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/B)

## AUSTIN A70

**RAYMOND WAY.**

**RAYMOND WAY OF KILBURN.**

**RAYMOND WAY**, the hire purchase specialists.

**1952-3** Austin A70 Hereford saloon, sun roof, heater, one owner, immaculate black coachwork, spotless brown leather interior, negligible mileage; £465.

**HIRE** purchase terms on the spot with no references. No formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6644, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

## Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Thousands of readers search

## Autocar

each week and will see YOUR advertisement.

**CAR MART, Ltd.**

**AUSTIN** London Distributors.

**1954** Austin A70 Hereford saloon, heater, cream with red leather upholstery; £585. (C1039)

**CAR MART, Ltd.**, 382, Streatham High Rd., S.W.16. Streatham 0054. (C1039)

**BROOKLANDS** Austin retail dealers.

**1953** Austin A70 saloon, radio, heater. (C1039)

**PART** exchange; guarantee.

**103**, New Bond St., London, W.1. Mayfair 8551. (C1039)

**HENDON CENTRAL GARAGE, Ltd.**, offer:—

**1950** Austin A70 saloon, fitted radio, heater, seat covers, taxed, in very nice condition throughout. £430.—Watford Way, Hendon Central, N.W.4. (C2054)

**£495**—1951 Austin A70 sun saloon, one owner, excellent order.

**GORDON CARS (LONDON), Ltd.**, Highfield, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. (C2058)

**AUSTIN** A70, first registered July 1954, beautiful condition; £545.—Arnold 2246. (C1037)

**SIMPSON MOTORS (WEMBLEY), Ltd.**, English Car Sales Division offer:—

**1952** Austin A70; £395.—354, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

**1949** Austin 16, excellent throughout; £365; 3 months' guarantee, terms and exchanges.

**JACK WILLIAMS MOTORS**, 169, Priory Rd., Hornsey, Mountview 5226 and 5774. (C4054)

## AUSTIN A70

**1953** Hereford saloon, heater, magnificent, guaranteed; £440.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. (C4078)

**AUSTIN** A70, November, 1950, black, grey upholstery, in excellent condition, one owner; price £395. (C1017)

**1952** Austin A70 fitted Percy & Johnson disability controls, beige, 24,000 miles, one owner.—Wheeler (Newbury), Ltd., Tel. 1020. (C1068)

**1952** Austin A70 Hereford, black, brown upholstery, heater, in first class condition throughout; £475.—Hillwood Motors, Mill Hill (London) £252. (C1045)

**1952** (April) Hereford saloon, beige, brown side interior, heater, etc., one owner, 18,000 miles, fine condition throughout; £435.—Robbins, East Putney, Tel. 7881. (C5010)

**1953** A70 Stanhope Counterman, a symphony in wood; £365.—Conway Motors (Howe), Ltd., 107, Kings Rd., Chelsea. Flaxman 7636 and Howe 30107. (C1105)

**AZ** MOTORS offer 2 magnificent specimens, 1950 Hampshire, sun roof, heater, unblemished; £350!! Also 1953 Hereford; £475!!—100, Palmerston Rd., N.W.6. Tel. Mai 4723. (C1011)

**1952** (August) Austin A70 Hereford drop head coupe, black with black hide, tyres reasonably good condition, mileage 34,000, careful driver enthusiastic, seen by appointment; price asked £600. (C1017)

**DARTMOUTH GARAGE**, High St., West Bromwich. Tel. Waa. 2441/4. (C254)

**£398** Austin A70, very carefully maintained, 1951 small mileage, heater, leather, sun roof, as new type.—Benisons, 1, Charendon Rd., Holland Park, W.11. Park 5056/7 (50yds Holland Park Tube). (C1017)

**1952** Austin A70 saloon, black, radio, loose covers, in lovely condition throughout.—Bustace Watkins, Ltd., 12, Berkeley St., W.1. Mayfair 5661; or 12, Chelsea Manor St., S.W.3. Flaxman 6181. (C4046)

**495** gns.—Austin A70 1952 Hereford convertible, reef grey leather, radio, heater, pass light, P.V.C. hood, very carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

## Austin A70 Cars Wanted

**CAR MART, Ltd.**

**AUSTIN** London Distributors.

**1952** Austin A70 Atlantic saloon, heater, black with red upholstery; £495. (C1039)

**1955** Austin A70 Westminster de luxe saloon, heater, blue with blue and beige upholstery; £725. (C1039)

**CAR MART, Ltd.**, 163, Bromley Rd., Catford, S.E.6. Bither Green 1001. (C1039)

**1952** (Dec.) A70 Atlantic saloon, radio, heater, one owner; £465. (C1039)

**RIPCO, Ltd.**, 16, Albermarle St., Mayfair, London. W.1. Hyde Park 2952/5/4. (C3052)

**SIMPSON MOTORS (WEMBLEY), Ltd.**, English Car Sales Division offer:—

**1951** Austin A70; £475.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

**"H-POWER"** twin carburettor conversion gives greatly improved performance; send for data and road tests.

**ALEXANDER ENGINEERING Co., Ltd.**, Haddenham, Bucks. Tel. 345. (C1094)

**AZ** MOTORS offer 1952 Atlantic sports saloon, one owner; £495!!—100, Palmerston Rd., N.W.6. Tel. Mai 4723. (C1011)

**1955** A70 de luxe, blue, 8,000 miles; £745.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. (C2085)

**£495**!!—1951 Austin A70 Atlantic sports saloon, only one owner, about 20,000 miles, virtually like brand new, choice 3, fitted heaters and/or radio. (C1017)

**£445**!!—1950 Austin A70 convertible, beautifully maintained, this is probably the finest you can see, also choice 3 others, various colours, all electric heaters or radio; come and take your pick. (C1017)

**LAMBS OF WOOD GREEN**, (Established 1877.) 100 guaranteed cars; exchanges hire purchase.—421-423, High Rd., Finchley, (East Finchley Underground). Finchley 6222. (C1017)

**AUSTIN** A70 (April, 1955), black, red leather, speed-ally lined Dunlop, windscreen washer, low mileage, perfect condition, better than new.—Richardson The Goudings, Coltrai, Malvern. Coltrai 323. (C1919)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN A90

1956 model A90 de luxe, fitted heater, Rimbellishers, etc., reg. 10.12.55, mileage 215, owner wishes exchange new Zephyr or similar, or would accept offer nearest list: too big for wife to handle.—46, St. James's Rd., Blackburn. [9077]

## Austin A90 Cars Wanted

CAR MART, Ltd., London distributors are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—163, Bromley Rd., Catford, S.E.6. Hither Green 1001. [0059/R]

## AUSTIN A90 (6-cyl.)

CAR SALES (Pte. 6623) offer:—

1955 Austin A90 Westminster de luxe, radio, 5,000 miles, one owner, taxed: £775.  
THREE months guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

1955 Austin A90 Westminster saloon de luxe, heater, extra low mileage, almost indistinguishable from new, £765.  
PANTILES SERVICE GARAGE, Ltd., London Rd., Guildford, Surrey. Tel. Guildford 5326. [C3035]

£745.—Austin A90 Westminster de luxe saloon, black, red leather, heater, only 2,000 miles and completely new.—Broadway Motors, 67, High St. and Hanworth Rd., Hounslow, Middx. Hou. 0175. [7566]

## AUSTIN EIGHTEEN

1939 Austin 18 Windsor 7-seater saloon; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

G & M ALFREDS (1936), Ltd.—1939 Austin 18, long chassis, 7-seater, blue/blue, one private owner, extra new above average.—7, Warren St., W.1. Euston 3268. [C1005]

## AUSTIN TWENTY

1938 Austin Mayfair 7-seater limousine: £240.—Smith & Hunter, 576, Kensington High St., W.14. Tel. Western 8312. [C4019]

1937 Austin 20 hearse with dual purpose body, excellent condition, only wants seeing.—Osney Garage, West St., Osney, Oxford. Tel. 47311. [9097]

## AUSTIN A125 &amp; A135

BENTALLS, Ltd.  
1950 Austin Sherline, black with beige upholstery: £525.—Kington-on-Thames. Kington 1001. [C1093]

CAR MART, Ltd.  
AUSTIN London distributors.

1955 Austin A135 Princess l.w.b. limousine, radio, heater, numerous extras, black with brown hide upholstery: £2,550.  
1949 Austin A135 Princess saloon, sliding head, radio, heater, black with beige upholstery: £645.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [C1039]

TOM GARNER, Ltd., offer:—  
1955 series Austin A135 Princess saloon, black, 5,000 miles: £1,745.  
1955 series Austin A135 Princess l.w.b. 7-passenger limousine, black, radio, etc.: 7,000 miles: £2,625.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9285-6-7. [C2020]

H. A. SAUNDERS, Ltd., offer:—  
1952 Austin Sherline saloon, grey, blue upholstery, radio and heater: £645.  
H. A. SAUNDERS, Ltd., 436-442, High Rd., North H. Finchley, N.12. Hillside 5272 (8 lines). [C2027]

CHARLES POLLETT, Ltd., offer:—  
1950 (Dec.) Austin Princess touring limousine with electric division, radio and heater, black with grey with blue leather; this car was sold new by us and is in excellent condition throughout: £795; 3 mths. guarantee; h.p. and part-exchange facilities.  
SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works and Stores—Barnsdale Yard off Elgin Ave., W.9. Cunningham 5836. [C2010]

CAMDEN MOTORS, the limousine specialists.  
OFFER the following Sherline limousines.

1951 Austin Sherline limousine, long wheel-base model in black with heater and radio, Ace Rimbellishers, luxuriously appointed, car in beautiful condition: £1,095.  
Austin Sherline limousine, similar long wheel-base model to above, in leather, tufted seat covers, taxed and privately: £1,195.

1952 Austin Sherline limousine, long wheel-base model, with widest possible occasional seats, leather front and rear, heater and radio, and genuine small mileage car, with full history available: £1,295.

1953 Austin Sherline limousine, also with full width occasional seats, leather throughout, heater and radio, one private owner since new, the whole car virtually impossible to fault, white wall tyres: £1,695.

CAMDEN MOTORS, the limousine specialists, Leighton Buzzard 2041.—Write for special Hire Car Catalogue and illustrated brochure; showrooms open till 8 p.m. Monday-Saturday. [C1055]

WHITEHALL MOTORS OF COVENTRY offer:—  
1951 Austin Sherline saloon, silver grey, radio, heater, one owner.  
1949 Austin Sherline saloon, black with Bentley type seating, radio, heater, one owner; terms, exchanges.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, Nr. Coventry. Tel. Bedworth 3795-6. [C4288]

1952 Austin Princess, black/blue leather, excellent condition: £645.  
DUNHAM & HAINES, 46, Castle St., Eton 2100-1. [C1079]

## AUSTIN A125 &amp; A135

A & S SAUNDERS, Ltd., Guaranteed L.W.B. 28hp limousine, 1952, full width occasional seats, cloth rear, heaters, private owner: £1,285.

1951 Austin Sherline, leather/cloth upholstery, 40,000 miles, one owner: £1,095. Providence Court, North Audley Street, Mayfair 2941. [C1006]

1953 Austin Sherline, black, one owner, low mileage, perfect order: £795.  
GORDON CARS (LONDON), Ltd., Highfield, Russell Parade, Colders Green Rd., N.W.11. Speedwell 9761. [C2023]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—  
1950 Austin Sherline: £445.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

AUSTIN Sherline 1949, radio and heater, remarkable condition: £440.—Arnold 2246. [C1037]

HEARSES, Hearses, Hearses We can supply heater or deck heaters on the Princess chassis. Brochures available.  
A LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond. [C1012]

1952 Austin Sherline saloon, radio/heater; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1950 Austin Princess, immaculate condition, radio, heater, excellent mechanically, bargain: £495.—Tel. New Cross 2563. [9262]

1949 (late) Austin Sherline de luxe saloon, black, radio, heater: £425.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045]

1950 Austin Sherline, usual radio and heater, very good condition: £455.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8626. [C2018]

1951 model Austin Sherline, black, beige leather, one owner, radio, heater, immaculate: £485, or £185 deposit.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6450. [C2045]

1949 Austin Sherline, black, beige interior, fitted heater and radio, in superb condition throughout: £445.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065]

1949 (Nov.) Austin Sherline, black with beige hide upholstery, heater, radio; exceptional condition throughout; guaranteed 3 months: £465.—Glover's Cars, Ltd., 4-6, High St., Worthing 4943. [9174]

1952 Austin Sherline 'black, beige leather, one owner, radio, an exceptional car throughout; 3 months guarantee: £545.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034]

AUSTIN Princess saloon, 1952 (6.12.51), maroon, radio, heater, sliding roof, 27,000 miles; £725; comprehensive guarantee; pure purchase and part-exchange.—Kennings, Ltd., Leadmill Rd., Sheffield, 1. Tel. 26451. [9252]

## Austin A125 and A135 Cars Wanted

CAR MART, Ltd., London distributors are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Austin House, 297, Euston Rd., London, N.W.1. Euston 1212. [0352/R]

CAR MART, Ltd., London distributors are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 330, Euston Rd., London, N.W.1. Euston 1212. [0057/R]

CHAIR OF EALING require good used Austin Sherline and Princesses.—Perrins 4404. [W1070]

AUSTIN Sherline limousine wanted for immediate use, preferably black.—Golly's Garage, Earls Court Rd., S.W.5. Fre. 6373. [9648]

H. A. SAUNDERS require Princess and Sherline limousines in part exchange for the new Princess models.—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

## Austin Hire Cars Wanted

AUSTIN hire car limousine required, other seven seaters considered, also Austin Sherline hearse required.—81, Alresford Rd., Winchester. [W1010]

## Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000; Seven Sisters Rd., Tottenham, N.15. [0596/R]

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [0541/R]

## Austin Spares and Service

FOR Austin.—Wimbleton for everything Austin—spares pre-war and post-war exchange units from stock; also 5.8 B.M.C. diesel spare parts and conversion sets at stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.

WIMBLETON MOTOR WORKS, Ltd., 39, High St., S.W.19. Wtm. 0123. [0414/R]

NORMAND, Ltd.  
HAVE your car serviced by the experts.  
SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0356]

AUSTIN genuine spares and specialist service in the West End.  
MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0500/R]

## Austin Spares and Service

THE CAR MART, Ltd.,  
LONDON distributors.—Spares parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Bendon 6500), and at 16, Uxbridge Rd., Ealing, W.9. (Ealing 6600); and 382, Streatham High Rd., S.W.16 (Streatham 0054); and 163, Bromley Rd., Catford, S.E.6 (Hither Green 1001). [0160/R]

AUSTIN, the main agents for spares, service and repairs.  
TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-60. [0916/R]

KINGSTON-ON-THAMES.—Austin agents and specialists for sales and service.  
G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [184053]

DISMANTLING for spares nearly all models 1932/1940.—Wards Motor Stores, Walsley, Tel. 4151. [0008/R]

AUSTIN spares, any year, any part; largest stockists in U.K.; exchange units; try Northwood's first.—44-47, Newington Causeway, S.E.1. Mob. 2932/2830. [0729/R]

C. O. NORMAN & Co., authorised Austin main spare parts stockist, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Partic. 2211. [0071/R]

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc., s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 5280/3768. [0468/R]

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts stockists, Longbridge House, Great West Rd., Bedford, Feltham, Middlesex. Tel. Feltham 4274/5. [0399/R]

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock, exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0164/R]

## AUSTIN-HEALEY

CLUBMAN AUTOS, Ltd.  
1955 Austin-Healey 100, Le Mans specifications, green with green leather, overdrive, heater, luggage rack, cigarette lighter, many extras, one owner, low mileage, immaculate condition: £875.  
138—144, High Rd., Tooting, S.W.17. Bal. 5434. [C1095]

WARWICK WRIGHT, Ltd., offer:—  
1955 Austin-Healey 100 hard top coupe, red/red upholstery, heater, 3,000 miles: £915.  
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

J. H. BARTLETT, Austin-Healey 1954: £675.—217, Pembroke Villas, W.11. [C1013]

1955 7,000 mls., overdrive, heater, radio, as new: £850.—Scott, County Hotel, Edinburgh, Waverley 2335. [9134]

1955 (July) Austin-Healey, 4,000 miles, as new: £685.—Tolworth Motors, Ltd., Kingston, Surrey, Pass, Tolworth. Elmbridge 2254. [C4061]

1954 Austin-Healey 100, one owner only 15,000 miles, heater: £725; guaranteed car; terms.—Westhill Motors, Ltd., Oldham, Main 4354. [7573]

11200 miles recorded, believed genuine, Austin-Healey 1953 overdrive, heater, immaculate: £695; terms, exchanges.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Sloane 5424. [C3045]

1955 model Austin-Healey; one owner, genuine 15,000 miles, heater, overdrive, spare unused: £750.—Hutchinson, Ireton, Muchall Rd., Wolverhampton. Tel. 36646. [9157]

1953 (November) Austin-Healey 100, with overdrive and heater, red, black leather, not raced, exceptionally good condition: £695.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [C16]

ROBE & YOUNG, Ltd., offer 1955 Austin-Healey 100, 6,000 miles only, immaculate condition, ivory with red leather: £785.—65-69, St. John's Avenue, Streatham Hill, S.W.2. (One minute Streatham Hill Station.) Tulse Hill 4464. [C3657]

695s.—Austin-Healey super sports 2-seater, red, red leather, overdrive, heater, badge bar, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

795s.—Austin-Healey 1955 super sports 2-seater, red, overdrive, radio, heater, loose covers, triple pass lights, badge bar, tonneau cover, one owner, small mileage, taxed; choice of 2 Healeys; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

## Austin-Healey Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin-Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

PRIVATE buyer offers £675 for best Austin-Healey. Tel. Can. 6493 or Mea. 2466. [9069]

CASH immediately for good Austin-Healey.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005]

Austin-Healey Spares and Service  
FOR specialised Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd.: Le Mans tuning kits and high-compression pistons available.  
SERVICE: Donald Healey Motor Co., Ltd., Warwick. 3 London showrooms: North Audley House, 42 North Audley St., W.1. [0058/R]

BENTLEY (3½, 4½-litre and New 4½-litre)  
L. F. WARD, Ltd.  
1940 4½-litre with overdrive MX series Park Ward sports saloon, duo spray: £925.  
L. F. WARD, Ltd., Orange Rd. Garage, Orange Rd., Thornton Heath. Tel. 3547. [C4045]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**BENTLEY (3½, 4½-litre and New 4½-litre)**

**JACK BARCLAY, Ltd.**  
EXCLUSIVELY for Rolls-Royce and Bentley.  
LARGEST official retailers in the world; please write for prices list.  
JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.) [C1082/R]

**RIPPOBROS.**  
RIPPOBROS. Ltd.  
THE Northern Bentley and Rolls-Royce specialists, always have a good selection of used Bentley and Rolls-Royce cars in stock.  
WRITE, call or telephone.

**RIPPOBROS.**  
RIPPOBROS. Ltd., Huddersfield 7070 (10 lines).  
Also at  
LEEDS, Bradford, Sheffield. [C0906/R]

**PB. Ltd. offer:**  
1937 4½ Bentley Park Ward saloon with boot and sunshade roof, black, grey leather, all in excellent condition.  
1937 4½ Bentley Thruport, Thruport & Maberly semi-racer edge sports saloon, recent complete engine overhaul.  
PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Ken 9477/7478. [C0303]

**H. C. PAUL, Ltd.**  
1937 Bentley Thruport & Maberly 4-door saloon, appearance and condition well above average; 4575.  
(June) Bentley standard steel saloon, black, 1951 one owner, full history, new tyres, a very exceptional car; £1,585-52, Bruton Place, Berkeley Sq., W.1. Mayfair 0621-2. [C0940]

**H. R. OWEN, Ltd.**  
FROM our large and comprehensive stock we have chosen the following cars as examples:—  
1955 4-door saloon with coachwork by H. J. Mulliner, finished in black and silver shadow with blue hide upholstery, fitted with automatic gear box, sunshade roof and many extras, registered April, 5,556 miles, car as new.  
1954 standard steel saloon, fitted with automatic upholstery, first registered July, 9,010 miles, good condition.  
1951 sports saloon with coachwork by James Young, finished in dark green with green hide upholstery, extra include cocktail cabinet, centre arm rests, two private owners, exceptional condition.  
WE are interested in the purchase of Bentley cars and invite communications from owners who have such vehicles for disposal.  
H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9069. [C0932]

**JACQUIER, Ltd. offer:**  
1947 Bentley Mark VI standard steel saloon; £1,550.  
1939 4½ MX series Park Ward saloon, overdrive, 4545.  
1937 Bentley 4½ Park Ward saloon, radio, heater; £625.  
1936 Bentley 2-door sports saloon, excellent history; £595.  
1935 Bentley 3½ Bentley Park Ward saloon; £545.

**1934** 3½ Bentley Thruport & Maberly 2-door sports saloon, very attractive car; £495.—Jacquier, Ltd., 225-7, Hammermith Rd., W.6. Riverside 6077-8. [C2043]

**BROOKLANDS, individuality.**  
1953 (Sept.) Bentley Mark VI H type Countryman by H. J. Mulliner, immaculate condition.  
1953 Bentley Mark VI R type S.S. saloon.  
1950 Bentley Mark VI S.S. saloon.  
CONFIDENTIAL terms; guarantee.

**103.** New Bond St., London, W.1. Mayfair 8351. [C1029]

**TAYLOR & CRAWLEY offer:**  
1955 Bentley 4½-litre automatic standard steel saloon, 5,000 miles only, new condition throughout; £4,500.  
1950 (Oct.) Bentley Mk. VI standard steel saloon, one owner since new, 48,000 miles, new history, immaculate condition; £1,795.  
HYDE Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Tel. Sloane 5213. [C4031]

**MANK ECKERTON & CO., Ltd.**  
1954 Bentley R type, automatic gear, Tudor grey, 14,000 miles.  
1953 Bentley R type, automatic gear, silver grey and black, 10,000 miles.  
1953 Bentley R type, synchro-mesh gear, Tudor grey, 20,000 miles.  
MANK ECKERTON & CO., Ltd., 14, Berkeley St., W.1. Hyde Park 2073. [C2006]

**H. BEART & Co., Ltd. offer:**  
1935 Bentley 3½-litre Park Ward saloon, only two owners since new, a most excellent example of this famous model, outstanding value; £645.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081]

**PARK GARAGE (MOLESEY), Ltd.**  
1950 Bentley standard steel saloon, black, 40,000 genuine mileage, radio, etc., immaculate condition; £1,875.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6198. [C0307]

**BENTLEY (3½, 4½-litre and New 4½-litre)**

**DUNCAN HAMILTON & Co. offer:**  
1952 Bentley 4½-litre Rolls-Royce Bentley standard steel saloon colour black with brown hide interior, fitted picnic tables, powder compact, etc., all new tyres, 50,000 miles, one owner since new; offered at the very competitive figure of £2,295; this car has been most meticulously cared for and maintained all its life and is faultless.  
33, High Rd., Epsom, Surrey. Byfleet 5101 by day and night. [C1091]

**SANDERSON & HOLMES, Ltd., DERBY.**  
THE official Rolls-Royce and Bentley retailers and repairers for Derbyshire, Leicestershire, Rutland and Burton-on-Trent.  
BENTLEY Park Ward saloon, black, July 1939 overdrive model, engine, brakes and suspension overhauled by Bentley Motors July of this year, coachwork recently renovated by Park Ward, immaculate condition, a specimen car which carries our guarantee; £595.  
LONDON Rd., Derby. Tel. Derby 47471-5. [C4073]

**GUY SALMON AUTOMOBILES offer:**  
1949 Bentley 4½ litre, fitted Freemont and Webb 4-door sports saloon, this car has recently had an overhaul costing over £500 and is in most exceptional condition throughout, cost new approximately £7,000 and offered at £1,950.—Portsmouth Rd., Thurston, Dutton, Emsworth 5551-2-3. [C4001]

**SWANMORE GARAGE, Ltd., Bournemouth.**  
IF you seek a really fine Bentley (Rolls-Royce) car, either pre-war or post-war, and if you are tired of inspecting mediocre ones, then contact us without delay; all our cars, 1934 to 1954, are in quite exceptional condition; this is no exaggeration; written guarantees, exchanges, terms; cash adjustment on either side.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Bournemouth E., Bournemouth. Telephone 43344 & 43345. [C4024]

**K NIGHTSBRIDGE MOTORS, Ltd. offer:**  
1947 Bentley Mark VI, fitted with razor-edged 2-door 4-seater sports lightweight saloon by H. J. Mulliner.  
1. Roberts Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Sloane 4066. [C2036]

**WOKING MOTORS (Mercedes distributors).**  
1950 Bentley Mark VII Park Ward power-operated drop head coupe, one titled owner since new, green and red, nominal mileage; £2,150.  
1938 Bentley 4½ H. J. Mulliner sports saloon, in excellent condition; £525.—Maybury Hill Garage, Woking 4277-8. [C4057]

**CENTRAL GARAGE (CROYDON), Ltd., offer:**  
1953 Bentley Mark VI, large boot, finished velvet green, one owner, chauffeur maintained, beautiful condition throughout; £3,000.—Fell Rd., Croydon. Tel. Croydon 7464. [C1096]

**RUSSELL MOTORS offer the following Bentleys:**  
1939 overdrive Park Ward saloon, black, brown leather, fitted heater, exceptional car.  
1937 4½ Thruport Maberly semi-racer edge saloon, silver and black, radio and heater; any trial or examination.  
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 3288. [C8060]

**JACK OLDING & Co. (MOTORS), Ltd., official Bentley/Rolls-Royce retailers offer:**  
1954 Bentley 4½-litre standard saloon, grey, automatic, 12,700 miles.  
1954 Bentley 4½-litre standard saloon, automatic, black and tudor grey, one owner.  
1954 Bentley 4½-litre standard saloon, black, automatic, 14,000 miles.  
1953 Bentley 4½-litre standard saloon, black, one owner.  
1953 Bentley 4½-litre standard saloon, grey.  
1952 Bentley 4½-litre standard saloon, black, large boot, one owner.  
1952 Bentley 4½-litre H.J. Mulliner lightweight saloon, black, one owner.  
ALL the above cars have been "passed" by our Officially Appointed Service Department.  
A 5342. (Open to 7 p.m.) [C3050]

**1947** standard steel, finished in metallic grey, splendid condition throughout; £1,295.  
1937 4½ close coupled saloon, grey and black; £395.—Holland Park Avenue, 142, Holland Park Ave., W.11. Park 2626. [C2095]

**CHARLES POLLETT, Ltd. officially appointed Rolls-Royce and Bentley retailers and repairers offer:**  
1952 Bentley Mk. VI sal., with bench front seat incorporating a disappearing division, dark green, grey leather, ideal for purpose car, either chauffeur or owner-driver; £2,750.  
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6206.  
SERVICE: Works and Stores—Barnsdale Yard, off Elm Ave., W.9. Cunntham 5956. [C2010]

**£1295** (11-1948 Bentley Mark VI de luxe saloon, only two owners, carefully used, mechanically excellent.  
£595 (1-1936 Bentley 4½ sports saloon by Thruport & Maberly, excellent bodywork, carefully used; choice two other 4½ saloons.  
L. AMES OF WOOD GREEN, Established 1897; 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground), Finchley 6222. [C2052]

**34** Park Ward D.H.C. blue, grey interior, in very nice condition; £365.—Wrangston Engineering, South Brent, Devon 2501. [C0609]

**1951** 4½ Bentley standard steel saloon; £1,850.—Elms Motor Works, 70, Royal Hospital Rd., Chelsea, S.W.3. Fiamman 6941. [C1115]

**BENTLEY (3½, 4½-litre and New 4½-litre)**

**1936** 4½-litre Bentley Mulliner saloon, immaculate condition, Bentley history; £595.—Arnold condition. Bentley history; £595. [C1037]

**BRUTONS—1935 3½ Bentley Park Ward saloon, black, good tyres, original condition; £375-365, Fulham Rd., S.W.10. Tel. Maxman 2617/2032. [C1104]**

**1937** Bentley sports saloon, finished royal blue, many extras, splendid condition throughout, excellent appearance and performance; £565.  
**PANTLES SERVICE GARAGE, Ltd., London Rd., Guildford, Surrey. Tel. Guildford 5326. [C5035]**

**EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272), officially appointed Bentley retailers and repairers, reliable used cars in stock.**  
1937 Bentley 4½ saloon, body by Mulliner, black with beige interior, in first-class condition; £485.—Black Smith, 25, Bruton Place, W.1. Mayfair 0661-2. [C4083]

**1952** (Sept.) Bentley R type standard saloon with big boot, black with maroon hide, front seat covers, 24,000 miles, one owner; £2,950.—Castle's Church Gate, Leicester 65251. [C7224]

**1949** (June) Bentley Mark 6 standard steel saloon, series B/W, black, beige leather, heater, radio, 45,000 miles; only two owners, immaculate; £1,525.  
**ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1054]**

**1934** Bentley 3½-litre sports 4-door saloon, finished in Wm. Arnold, Ltd., sliding roof, black with beige leather upholstery, one owner from new; £375.—Hatchell & Thornton Bros., Ltd. Tel. Nelson 677.

**1949** (Oct.) Bentley 4½ Mark VI saloon, magnificent body by H. J. Mulliner, black, hawn leather, chrome waistline, radio, heater.—Rovers & Sons, Ltd., St. George's St., Ipswich, Tel. 2296-7.

**1937** Bentley 4½ Park Ward sports saloon, finished in unblemished black with blue leather interior, a most attractive example; £475.—Maldstone Engineering Co., Smethurst St., Pendleton, Manchester. 6. Post. 3457. [C1972]

**BENTLEY, 1955, black and grey, light hide upholstery, fitted with leopard skin loose covers, big boot, low mileage, in excellent condition; £3,000; terms or exchanges if desired.—Apply Southwell Motor Company, 21, King St., Southwell. Tel. 3125. [C1067]**

**295** Bentley 1936 series 3½-litre saloon, maroon, tan leather, Ace discs, excellent condition; choice of 4 Bentleys; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]

**1936** Bentley 4½ litre Park Ward sports saloon, chassis No. B161GP, in outstanding condition, complete history available from 1935, fitted three spotlights, screen heater, radio, complete engine overhaul and repaint by Bentley agents in 1953, handbook goes with car.—Box 8351. [C9253]

**1936** Bentley 4½-litre Park Ward saloon, £445; 1935 Bentley Black Label drop head coupe, £1,435; 1936 Bentley Black Label 4-seater tourer, original; £245; 1925 Bentley Red Label fixed head coupe, £145.—Performance Cars, Ltd., Great West Rd., Brentford, Middlesex 8941. [C3048]

**£1500—1948** (late) Bentley 4½-litre Mk. VI standard steel saloon, coach finished black with grey leather upholstery, fitted H.M.V. radio, heater, many extras, taxed December, complete history overhaul with full history, in brand new condition throughout and fully guaranteed.—Motourists (London), Ltd., Great North Rd., East Finchley, London N.2. Tudor 2501-2. [C3018]

**Bentley Cars Wanted**  
**CAR MART, Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition.**  
**CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0959/R]**

**R**  
**ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]**

**L**  
**LATE model Bentley Continental or attractive body required.—Tel. Coventry 68349. [W4068]**

**WEYBROOKE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R]**

**C**  
**ASH immediately for good Bentley.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]**

**GEORGE NEWMAN & Co. purchase for cash post-war Bentley cars.—309, Euston Rd., N.W.1. N. 4466 (12 lines) [W3023]**

**WE will buy or part exchange your Bentley for a new one.—Lodges, the Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [0636/R]**

**WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R]**

**JACK OLDING & Co. (MOTORS), Ltd., purchase used used Bentley/Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m. [W3050]**

**UNITED STATES client requires vintage Bentley 3- or 4½-litre, send specification, condition and price delivered uncrated London Docks; no offer considered without photograph and some history of ownership; R.A.C. examination will eventually be required.—Box 8347. [19249]**

**Bentley Spares and Service**  
**ALL spares and replacements for pre-war Rolls-Royce/Bentleys; full repair services at most favourable prices.—Compton, 69, Westow St., Crystal Palace, Tel. Livingstone 3362. [0450/R]**

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Bentley Spares and Service

**A** SERVICE unequalled.  
**S** OFFICIAL repairers Bentley cars  
 SERVICING or overhauls.  
**C** COACHWORK renovations and accident repairs.  
**S** SPARES, all models.—Tel. Pixman 2225 (5 lines).  
**J** JACK BARCLAY (SERVICE), Ltd., Danvers St.,  
 Chelsea, S.W.3 (near Battersea Bridge). (S1082/R  
**C** CHARLES FOLLETT, Ltd., officially appointed re-  
 tailers and repairers.  
**S** SHOW ROOMS: 18, Berkeley St., W.1. Mayfair 6266.  
**S** SPARE parts.  
**S** SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel.  
 Cunningham 5956-7-8. (0593/R)  
**J** JACK OLDING & Co. (MOTORS), Ltd., official Bent-  
 ley Rolls-Royce service, overhauls and renovations  
 34-50, Holland Park Ave., Kensington. Park 5370.  
 (S3030)

## Bond Minicar Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash  
 prices for Bond.—Hampstead (Tube), N.W.3.  
 Ham. 6041. (W4018/R)

## Bond Minicar Spares and Service

**R** RAYMOND WAY for Bond Minicar repairs, spares  
 and service under Bond trained service manager;  
 no job too big or too small; free advice on all Bond  
 models; later modifications can be fitted to older  
 models if required.  
**R** RAYMOND WAY OF KILBURN. (0627/R)

## BORGWARD

**M** METCALFE & MUNDY, Ltd., the Borgward Im-  
 porters and Concessionaires.  
**O** FFER the only Borgward Isabella 1½-litre of its  
 type in the world; this is the place of resistance  
 of, and is the actual show model exhibited by Borg-  
 wardwerke at the recent Frankfurt Motor Show; fitted  
 with a most elegant short-coupled fixed head coupé  
 de ville made by Messrs. Deutz of Köln; can seat 3  
 adults in front and 2 teenagers in the back; colour  
 black with red specially made leatherette upholstery;  
 hand-tailored individual house covers in black leather-  
 ette and dove, grey Fransch velour, most beautifully  
 fashioned; twin rear overriders with built-in reversing  
 lights; 800m Becker multi-tone movable selector radio  
 with electric aerial; unusual streamlined wing mir-  
 rors, whole car undersealed throughout; very light  
 wheel discs; Pirelli tyres, electric auxiliary foot pump  
 operated from the battery; automatically returning  
 blinking indicators, heater and cold air conditioning;  
 automatically returning windscreen wipers; Hella  
 twin tone musical horns, with automatic action and  
 relay; two leading shoe brakes fully compensated,  
 cigar lighter, hand inspection light, comprehensive  
 tool kit, 88 m.p.h. and 55 m.p.g.; headlamp visors;  
 compass; total mileage 850 miles; this car is the  
 personal property of a Managing Director, who is  
 only regretfully disposing of it for purely personal  
 reasons; full guarantee applies; it is impossible to  
 describe fully this beautiful vehicle, and it must be  
 seen to be literally as brand new car;  
 terms and exchanges.  
**M** METCALFE & MUNDY, Ltd., 280, Old Brompton  
 Rd., S.W.3. (Freemantle 547). (C5084)

**1955** (Sept.) Borgward Isabella saloon, beige/red,  
 1,200 miles only 1955.  
**R** IPOD, Ltd., 18, Albemarle St., Mayfair, London,  
 W.1. Hyde Park 3552-3-4. (C5085)

**1955** Borgward Isabella, 1,000 miles, quite im-  
 maculate. 2715.—Taylor & Graydon, 42, Gros-  
 venor St., South Audley St. (entrance Adams Row), Mayfair,  
 W.1. Gro 6981. (C4031)

## BRISTOL

**A** ANTHONY CROOK.  
**L** EADING distributors of Bristol cars since their  
 origin, all new models on show and for demonstra-  
 tion, orders accepted; used 1947, 1948, 1949, 1950, 1951,  
 1952, 1953, 1954 and 1955 models from £700.—High St.,  
 Esher, Surrey. Tel. 4269. (C1063)

**L** F. WARD, Ltd.  
**1954** 403, one owner, green, 14,000, as new  
 L. F. WARD, Ltd., Orange Road Garage, Orange Rd.,  
 Thornton Heath. Tel. 3547. (C4043)

**J** H. BARTLETT.—Bristol 1951 401 saloon, one  
 owner, every extra; bargain, £995.  
**B** RISTOL 400 saloon, Alfin drum, HAR, radio,  
 heater, etc. etc. £675.—37, Pembridge Villas,  
 W.11. May 0523. (C1013)

**1949** (model) Bristol Type 400 saloon, black, radio,  
 heater; £585.—Odeon Motors, Ltd. Bar, 1144,  
 Euston 3275. (C4023)

**U** NIVERSITY MOTORS, Ltd., guaranteed cars always  
 available.—50, Piccadilly, W.1. Grosvenor 4161.  
 (0418/R)

**B** RISTOL 403 saloon 1953-1955 series, magnificent  
 condition, list price £5,585; accept £1,775, ex-  
 changes, terms, guarantee.  
**S** WANMORE GARAGE, 1176-1180, Christchurch Rd.,  
 Boscombe Bournemouth. Tel. Southborne 43544.  
 (C4024)

**1952** Bristol 401, blue, fawn leather, 30,000 miles  
 an unusually fine example, with excellent  
 history, £1,095; exchanges, deferred terms.  
**J** OHN S. TRUSCOTT, Ltd., 173, Westbourne Grove,  
 W.11. Bayswater 4274. (C4055)

**1950** Bristol 401 2-door saloon, in excellent con-  
 dition, beautiful coachwork.—Eustace Was-  
 kins, Ltd., 12, Berkeley St., W.1. Mayfair 5951; or  
 12, Chelsea Manor St., S.W.3. Pixman 5181. (C4046)

**C** HARLES CRICKS/HANK MOTORS, The Centre,  
 Bristol, 1, West Country Distributors of the  
 Bristol range, invite your enquiry; demonstrations  
 promptly arranged; confidential out-of-income facilities  
 and part exchanges; constantly changing range of used  
 models available for your selection.—Tel. Bristol  
 25280. (0475/R)

## BRISTOL

**£650**—1948 Bristol 400, grey, radio and heater,  
 85 C type engine, a really good example.—Ross  
 Motors, Ltd., Regent St., Hinkley, Leicester. Tel.  
 Hinkley 558-9. (19228)

**401** saloon, May, 1953, 85C engine, grey-green  
 beige upholstery, heater, radio, wipers, wind-  
 washer, modification to brakes, remote control gear  
 lever, anti-roll bar, low mileage, very carefully used  
 by fastidious owner, maintained regardless; absolutely  
 immaculate, £1,750, or would exchange with cash  
 adjustment for £405.—76, Chain Lane, Littleover, Derby.  
 (06935)

**J** H. BARTLETT will pay more for good Bristol.—  
 27, Pembridge Villas, W.11. (W1013)

**C** ASH immediately for good Bristol.—H. P.  
 Edwards, 154, Great Titchfield St., London, W.1.  
 Tel. Langham 0012. (W2005)

**R** OWLAND SMITH'S, the Car Buyers.—Highest cash  
 prices for Bristol.—Hampstead (Tube), N.W.3.  
 Ham. 6041. (W4018/R)

## B.S.A. Spares and Service

**B** ASIL ROY, Ltd.—B.S.A. (Scout model); spares  
 comprehensive stock wholesale and retail.—161  
 Wt Portland St., W.1. Langham 7735. (0144/R)

## BUGATTI

**B** UGATTIS now being rebuilt in our works from  
 £350.—J. Lemna Burton, 2, Lonsdale Rd., N.W.6.  
 Mai 1351. (0870/R)

**J** LEMON BURTON Spares and Service  
 J. Kilburn, N.W.6. Gladstone 7677. (10071/R)

## BUICK

**S** IMPSONS offer:—  
**1948** r.h.d. Buick, r. & h., all extras.  
**1951-2** Buick Dynaflow 4-door, all extras.

**S** IMPSONS MOTORS (WEMBLEY), Ltd. (American  
 Car Specialists), 345, High Rd., Wembley 8691/  
 5903. (C4015)

**1947** r.h.d. saloon, immaculate, £635.—Mansfield  
 Autos, Ltd., 48, Fitzroy St., London, W.1.  
 Euston 2587. (S0001)

**1955** Buick 4-door saloon, radio, heater, whitewall  
 tyres, very low mileage.—Joe Thompson  
 (Motors), Ltd., 51-55, Fulham Rd., South Kensington,  
 S.W.3. Kensington 4859. (C4028)

**1954** Buick Special, Dynaflow, radio, heater,  
 16,000 miles, absolutely immaculate; £1,675.  
 —Taylor & Graydon, 42, Grosvenor St., Grosvenor  
 Crescent Mews, S.W.1. Tel. Gloane 5215. (C4031)

**A** RARE specimen 1938 super drop head foursome  
 coupe by Carlton, absolutely out of this world,  
 mechanical as good as day delivered, without scratch  
 or blemish, £225; terms, exchanges.—Conway Motors  
 (Hove), Ltd., 107, Kings Rd., Chelsea. Pixman 7658  
 and Hove 53107. (C1105)

**S** IMPSONS MOTORS (WEMBLEY), Ltd., the Buick  
 buyers, Wembley 8691/5903. (W4015/R)

**C** ASH immediately for good Buick.—H. P.  
 Edwards, 154, Upper High St., Epsom, Surrey.  
 Tel. Epsom 5611. (W2001)

**S** OLE concessionaires, Lendrum & Hartman, Ltd., will  
 purchase used Buick models.—Showrooms: Buick  
 House, Albemarle St., Piccadilly, London, W.1. Hyde  
 Park 7121. (0304/R)

**B** UICK sole concessionaires, Lendrum & Hartman,  
 Ltd., Buick Works, Old Oak Lane, Willesden Junc-  
 tion, N.W.10. Tel. Eign 7911. (0141/R)

## CADIILLAC

**C** ADILLAC Hydramatic drive, radio, superb condition,  
 works maintained; £725.—Mayfair 0181. (C3006)

**J** OSE THOMPSON MOTORS, Ltd., offer Cadillac (April,  
 1953) 4-door saloon, 4,000 miles, radio and heater,  
 dark blue, power steering.  
**C** ADILLAC (March, 1955) Eldorado convertible, full  
 electrical and power equipment, 4,100 miles, colour  
 blue with blue and black interior.  
**C** ADILLAC (December, 1954) 4-door saloon, 6,000  
 miles, dark blue, electrically operated windows  
 and seats, power steering and radio and heater.  
**C** ADILLAC (December, 1953) 4-door saloon, dark  
 green, 8,000 miles, radio and heater.  
**M** ARCH (1955) Buick 4-door saloon, 6,000 miles.—  
 91-95, Fulham Rd., South Kensington, S.W.3.  
 Kensington 4858. (C4028)

**C** ADILLAC 4-door saloon, black/chrome Hydramatic,  
 beautiful condition throughout, trial and inspec-  
 tion welcomed; £1,375; exchanges, deferred; per-  
 sonally recommended by B. Ringle, 46, Warren St., W.1.  
 Euston 3375. (0697)

**1949** Cadillac convertible, in exceptional con-  
 dition throughout, radio, heater, electrically  
 operated hood windows and seat, engine just over-  
 hauled, one owner.—Harry Martin, 23, Devonshire  
 Place Mews, London, W.1. Welbeck 3294. (C3092)

**S** IMPSONS MOTORS (WEMBLEY), Ltd., the  
 Cadillac buyers, Wembley 8691/5903. (W4015/R)

**J** OSE THOMPSON (MOTORS), Ltd., require Cadillac  
 —91-95, Fulham Rd., S.W.3. Kensington 4858.  
 (W4028)

**S** OLE concessionaires, Lendrum & Hartman, Ltd.,  
 will purchase used Cadillac models.—Showrooms:  
 Buick House, Albemarle St., Piccadilly, London, W.1.  
 Hyde Park 7121. (0304/R)

**C** ADILLAC sole concessionaires, Lendrum & Hart-  
 man, Ltd., Buick Works, Old Oak Lane, Willesden  
 Junction, N.W.10. Tel. Eign 7911. (0121/R)

## CHEVROLET

**R** H.D. 1955 Chevrolet Bel-Air V.8 4-door saloon,  
 radio, heater, w/v washers, 5,000 miles; £1,745.  
**R** H.D. 1955 Chevrolet 4-door Bel-Air saloon, 6-  
 cylinder engine, radio, heater, 4,000 miles; £1,725.  
**B** RITISH & COLONIAL MOTORS, Ltd., 15-16, Upper  
 St. Martin's Lane, London, W.C.2. Temple Bar 5598,  
 Square Tube Station, Temple Bar 5598. (01097)

**1952** Chevrolet Powerglide convertible, radio,  
 heater, 20,000 miles only, absolutely as new.  
**S** COTT CARS, 841-547, Finchley Rd., London, N.W.3.  
 Tel. Hampstead 7779/8675. (C4016)

## CHEVROLET

**1953** Chevrolet 4-door saloon, 10,000 miles only,  
 heater, grey, £1,150.—Joe Thompson  
 (Motors), Ltd., 51-55, Fulham Rd., South Kensington,  
 S.W.3. Kensington 4858. (C4028)

**R** H.D. 1950 Chevrolet 4-door de luxe saloon, one  
 owner, small mileage; £675; terms, exchanges.  
**D** F. Wyatt, Ltd., 31-33 Portmead Green Rd., West  
 Hampstead, London, N.W.6. Hampstead 5988. (C4094)

**C** hevrolet Cars Wanted  
**S** IMPSONS MOTORS (WEMBLEY), Ltd., the Che-  
 vrolet buyers.—Wembley 5991/5903. (W4015/R)

**B** RITISH & COLONIAL MOTORS, Ltd., distributors  
 for London and Home Counties, require good  
 Chevrolet cars.—Upper St. Martin's Lane (adj. Leice-  
 ster Sq Tube Stn.), London, W.C.2. Temple Bar 5598.  
 (0677/R)

**C** hevrolet Spares and Service  
**C** HEVROLET—Concessionaires for the United King-  
 dom hold good stock of spares, same day service.  
**B** & C. Concessions, Ltd., 15-16, Upper St. Martin's  
 Lane, London, W.C.2. Temple Bar 5598. (0677/R)

**C** hevrolet—Spares parts and service for cars and  
 trucks; the Chevrolet distributors with large  
 stocks and prompt service.—Green Ace Motors, Ltd.,  
 501, Norwich Rd., Ipswich. Tel. Grundsburg 500.  
 (0801/R)

## CHRYSLER

**A** UTOSALES (LONDON), Ltd., offer:—  
**1955** Chrysler Plymouth Belvedere 6-cylinder  
 saloon, automatic transmission, radio and  
 heater, 5,000 miles only; £1,550.  
**1955** Chrysler Plymouth saloon, r.h.d., fully auto-  
 matic transmission, radio, heater, 3,000 miles  
 only, absolutely as new; £1,350.  
**1945** Chrysler Windsor saloon, r.e.s.d. fluid drive  
 transmission, radio and heater, finished in  
 black, brown hide interior, whole car equal to new,  
 £555.—59-65, Belaire Rd., N.W.6. Mai. 5555. (9164)

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**1955** Chrysler Plymouth Belvedere 6-cylinder  
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 saloon, automatic transmission, radio and  
 heater, 5,000 miles only; £1,550.  
**1955** Chrysler Plymouth saloon, r.h.d., fully auto-  
 matic transmission, radio, heater, 3,000 miles  
 only, absolutely as new; £1,350.  
**1945** Chrysler Windsor saloon, r.e.s.d. fluid drive  
 transmission, radio and heater, finished in  
 black, brown hide interior, whole car equal to new,  
 £555.—59-65, Belaire Rd., N.W.6. Mai. 5555. (9164)

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**A** UTOSALES (LONDON), Ltd., offer:—  
**1955** Chrysler Plymouth Belvedere 6-cylinder  
 saloon, automatic transmission, radio and  
 heater, 5,000 miles only; £1,5





## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD ANGLIA

1949 Ford Anglia saloon; choice from £275.

1955 Ford Anglia saloon: £545.—Montrose Motors (N. H. Boswell), 91-95, Apling New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3058)

1953 Ford Anglia saloon: £350.—Hale Motors Ltd., Tot. 7771 (4 lines). (C3077)

1955 Ford Anglia black, heater, one owner: £560.—Odeon Motors Ltd., Bow. 1144. (C3028)

AZ MOTORS offer 1952 Anglia, superb condition, 19,000 miles only, one owner: £525.—Palmerston Rd., N.W.8. Mal. 4723. (C1011)

£265.—1950 Anglia, one owner, black, brown interior, taxed, excellent condition.—92, Pirbright Rd., Southfields, S.W.18. Putney 5530. (C3239)

1955 Anglia new type saloon, heater, one owner, guaranteed: £405.—Palmer, 3, Russell Gardens Mews Kensington, W.14. Park 9704 and 5968. (C3034)

1954 Ford Anglia saloon, black, red leather, one owner, heater, taxed, three months' guarantee: £530.—Trinity Cars Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C3034)

475gns.—Ford New Anglia late 1954 saloon, Dorchester grey, heater, excellent condition, taxed; choice of 3 New Anglias; terms; exchanges.—Rowland Smith, below. (C3018)

345gns.—Ford Anglia 1953 10hp export saloon, F.H.D., one owner, excellent condition, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C3018)

1953 Anglia 8hp saloon, green, fawn interior, fog lamp, seat covers, demister, one owner, excellent condition: £340.—Robbins, East Putney. Tel. 7881. (C3010)

PRIDE & CLARKE, Ltd.—1955 Ford Anglia saloon, 7,000 miles, heater, £499; 1954, low mileage, heater, £479; 1953, £339; 1949, £259.—Stockwell Rd., S.W.9. Brixton 131. (C3063)

ANGLIA 1955 Thames utility, Dorchester grey, four matching seats, heater, flashers, queries bumpers, twin horns and mirrors, 2,800 miles, practically new; £395.—H. L. Courtney, 37, Parkside Drive, Edgeware, Middx. Tel. Stonegrove 7073. (C3069)

1952 Ford Anglia saloon, black with brown upholstery, one owner, many extras, including heater, loose covers, link mats, twin outside mirrors, taxed, good tyres, reconditioned engine, exceptional appearance and performance: £285; trade enquiries welcomed; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. (C3069)

## Ford Anglia Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Anglia cars.—Used Car Department, Hyde Park 4070. (W1066)

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Ford Anglia.—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/R)

## FORD (8 h.p.)

£189.—1911 Ford 8 saloon, 1939-9, excellent condition throughout new battery, tyres, h.p. and exchanges.—Hampstead Cars, 176, Finchley Rd., N.W.3. Hampstead 9021. (C3091)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/R)

## FORD POPULAR

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

1953 (November) Popular, blue with blue upholstery, seat covers, indicators, parcel shelf, excellent condition: £350. (C3077)

1954 (October) Popular, Winchester blue, blue upholstery, parcel shelf, indicators, 8,500 miles; £375. (C3077)

1953 (November) Popular saloon, black with red upholstery, indicators, mileage 10,000, one owner, excellent condition: £370. (C3077)

1954 (October) Popular, black with red upholstery, indicators, parcel shelf, mileage 10,500, one owner, excellent condition: £353. (C3042)

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1953 (November) Popular saloon, one owner, immaculate condition throughout: £350.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. (C4009)

1955 Popular, low mileage, as new: £389.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. (C4009)

1954 Ford Popular one owner, original: £310.—Putney 7770. (C3089)

1954 Ford Popular saloon, black, heater, many extras: £365.—Hale Motors Ltd., Tot. 7771 (4 lines). (C3077)

1954 Popular, 8,500 miles, blue with grey upholstery: £375.—Beardmore, 26, Queensway, W.2. Bayswater 0136. (C1015)

1954/54 Ford Popular saloon, black or in colour: £350 to £375; ask for list of 100 new and used cars.

FERREARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 9 a.m. to 6 p.m. (C3006)

PRIDE & CLARKE, Ltd.—1955 Ford Popular saloon, 6,000 miles, £395; 1954, low mileage, extra, £310.—Stockwell Rd., S.W.9. Brixton 6251. (C3063)

1953 (October) Ford Popular saloon, black, 7,000 miles, as new, taxed: £335.—Salmon's Garage Ltd., Temple Bar 3358. (C3088)

BREW BROTHERS, Ltd.—1954 Ford Popular, fawn with interior, one owner, 17,000 miles, immaculate: £345.—133, Old Brompton Rd., S.W.7. Pragnette 5333. (C1083)

## FORD POPULAR

1954 model (registered Nov. '53) saloon, black, maroon interior, parcel shelf and trafficators, carefully maintained by engineer owner since new: £340.—Robbins, East Putney. Tel. 7881. (C3010)

1953 (December) Ford Popular saloon, fawn, red interior, heater, extra, very clean, 3 months' guarantee: £335.—Trinity Cars Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C3034)

335gns.—Ford Popular 1954 saloon, parcel shelf, one owner, excellent condition; choice of 4 terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C3018)

DAGENHAM MOTORS, Ltd., wish to purchase Ford Popular cars.—Used Car Department, Hyde Park 4070. (W1066)

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Ford Popular.—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/R)

## Ford Popular Cars Wanted

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

1952 Ford Popular, beige with red leather upholstery, low mileage, one owner, excellent condition: £375. (C3077)

1955 Prefect de luxe saloon, black with red upholstery, heater, twin wing mirrors, mileage 300 only, virtually as new, one owner, immaculate condition: £440. (C3018)

1954 (November) new Prefect saloon, Canterbury green with beige leather upholstery, heater, mileage 9,300, one owner, excellent condition: £595. (C3042)

1954 new Prefect saloon, Dorchester grey with blue leather upholstery, heater, twin wing mirrors, mileage 8,000, one owner, excellent condition: £595. (C3042)

1954 Prefect saloon, Dorchester grey with blue leather upholstery, twin wing mirrors, one owner, excellent condition: £590. (C3042)

HAROLD PERRY, Ltd. 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

AI 1955 Ford Prefect saloon, black, heater, leather interior: £595. (C3042)

1951 Ford Prefect saloon, black, recent new engine, one owner: £395. (C3042)

1948 Ford Prefect saloon, green: £275. (C3042)

W. J. BROWN, Ltd., Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2294. (C1023)

CAR MART, Ltd. 1951 Ford Prefect saloon, black with brown leather upholstery, heater: £375. (C3042)

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. (C1039)

PERRY'S OF HARROW. HAVE an excellent selection of post-war 10hp saloons available. Tel. Harrow 4282/9140 for details. (C3042)

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Harrow Weald, Middlesex (opp. Bus Depot). 0099-R. (C3042)

WARWICK WRIGHT, Ltd., offer:—

1955 Ford Prefect saloon, black with red leather radio and heater, 6,000 miles: £395. (C3042)

1955 Ford Prefect saloon, blue/blue upholstery, 2,000 miles: £610. (C3042)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C3042)

WOOD & LAMBERT, Ltd., main dealers.

1954 (Sept.) Prefect saloon, black with red interior, heater, mileage: £565. (C3042)

49. Stamford Hill, N.16 (Sta. 3434). (C3042)

1955 (Nov.) Ford Prefect, works mileage. (C3042)

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. (C3016)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—£295-355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C3015)

1953 Ford Prefect saloon, black, 11,000 miles, £450.—Haskins, Ladbroke 1155. (C3027)

£300.—1950 Prefect, one owner, black, red leather, heater.—Putney 5530. (C3027)

1939 Prefect, re-cond. engine, resprayed, seat covers: £192/10; written guarantee.—Young, Malda Vale 1569. (C3027)

1956 Ford Prefect saloon, delivery mileage; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1016)

1955 model Ford Prefect, green, 7,000 miles, heater, as new: £365.—Dobson's, Ltd., Staines 801. (C1074)

545gns.—Ford New Prefect 1955 model saloon, Westminster blue, small mileage, exceptional; terms; exchanges.—Rowland Smith, below. (C3018)

325gns.—Ford Prefect 1951 saloon, leather, one owner, unworn tyres, excellent condition, taxed, choice of 4 Prefects; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C3018)

1955 Prefect 4-door saloon, green/hide interior, heater, low mileage, as new: £595.—14, Bulkington Ave., Worthing 1839. (C3077)

1954 Ford Prefect saloon, blue leather, heater, 13,000 miles: £585.—Hale Motors Ltd., Tot. 7771 (4 lines). (C3077)

1954 (Oct.) Ford Prefect saloon, black, leather, 3,000 miles only: £595.—Hale Motors Ltd., Tot. 7771 (4 lines). (C3077)

1952 Ford Prefect, black, one owner, 15,000 miles: £385.—Vanderella, 215, Haverstock Hill, N.W.3. Primrose 4441. (C3067)

## FORD PREFECT

1953 (Sept.) Ford Prefect, heater, one owner, positively immaculate: £375.—Kirkdale Cars, Kirkdale, Sydenham 6129. (C3068)

1955 Prefect 4-door saloon, green/hide interior, heater, low mileage, as new: £690.—18, Buckingham Ave., Worthing 1839. (C3027)

1954 (November) new Prefect saloon, black, red leather, heater, mirrors, lamps, etc., one careful owner: £380.—36, Woodstock Rd., Worcester. (C3078)

1955 (September) Prefect, heater, black, immaculate: £365; terms, exchanges.—Richards & Carr, Ltd., 33, Kinnerton St., S.W.1. Sloane 5424. (C3045)

£375.—1953 (May) Prefect, 26,000 miles, one owner, heater, taxed, outstanding condition.—92, Pirbright Rd., Southfields, S.W.18. Putney 5530. (C3045)

1953 Ford Prefect, green, one owner, £405, hire purchase and part exchanges welcomed.—deroert & Mills, Church Rd., Ashford, Middx. Tel. 390. (C3035)

1955 Ford new type Prefect saloon, black, loose covers, 9,000 miles: £345.—L. F. Davis, Ltd., 111-115, Addiscombe Rd., East Croydon, Tel. Addiscombe 3066-7-8-9. (C1076)

1953 Ford Prefect, black, red leather, heater, excellent condition: £435.—Madame Motors, 311, Trinity Rd., Wandsworth Common, S.W.18. Tel. Brixton 5573 and 7879. (C3005)

1955 Prefect de luxe, heater, leather, underseated, Winton, etc., 8,000 careful miles: £535. terms arranged.—H. L. Courtney, 37, Parkside Drive, Edgeware, Middx. Tel. Stonegrove 7073. (C3069)

PRIDE & CLARKE, Ltd.—1955 Ford Prefect saloon, 8,000 miles, £539; 1954, low mileage, heater, £519; 1951, one owner, £349; 1949, £293; 1947, £259.—Blackwell Rd., S.W.3. Brixton 6251. (C3066)

TANKARD & SMITH, Ltd., offer 1947 Ford Prefect saloon, black/grey, excellent condition throughout: £275; 3 months written guarantee.—194/196, Kings Rd., Chelsea, S.W.3. Flaxman 4801. (C3025)

1947 Ford Prefect saloon, black/green leather, extra, very clean, any inspection invited: 3 months' guarantee: £275.—Trinity Cars Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C3034)

## Ford Prefect Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Prefect cars.—Used Car Department, Hyde Park 4070. (W1066)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/R)

## Ford Ten Cars Wanted

MARSTON MOTOR CO. Ltd., for your Ford 10.—Tel. St. 4006 Seven Sisters Rd., Tottenham, N.15. (C1078/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/R)

## FORD SQUIRE

CHIPSTEAD MOTORS, Ltd., offer:—

£30 under list, 1956 model, heater, 1,000 miles. (C1048)

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington London, S.W.3. Flaxman 0052/7233/7154. (C1048)

FORD Squire, pale green, heater, works mileage: £675 bargain.—Benson 261. (C3034)

## FORD CONSUL

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

1954 Consul saloon, black with red upholstery, radio, heater, mileage 12,500, one owner, excellent condition: £325. (C3042)

1954 Consul saloon, black with red upholstery, heater, twin wing mirrors, low mileage, excellent condition: £565. (C3042)

1954 Consul saloon, Bristol fawn with red leather upholstery, heater, exterior sun visor, twin wing mirrors, 4-branch exhaust system, low mileage, one owner, excellent condition: £275. (C3042)

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

AI 1954 Ford Consul saloon, black, heater, Windtone horns overriders, wing mirrors and many extras: £595. (C3042)

W. J. BROWN, Ltd., Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2294. (C1023)

RAYMOND WAY OF KILBURN, RAYMOND WAY, the hire purchase specialists.

1954 Ford Consul saloon, Bristol tourer with red leather upholstery, radio and heater, one owner, 24,000 miles, in spotless condition throughout: £595. (C3042)

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchanges on your present motor cycle or car; always 200 cars under £400 to choose from. (C3042)

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. R. Malda Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C3047)

L. F. WARD, Ltd. 1955 saloon, black, leather and heater, 5,000 miles only, as new: £675. (C3047)

F. WARD, Ltd., Orange Rd. Orange, Grange Rd. L. Thornton Heath. Tel. 5347. (C3048)

B. J. HUNTER, Ltd., offer:—

1954 Ford Consul saloon, fitted radio, heater, etc.: £509. (C3047)

B. J. HUNTER, Ltd., 13, Cricklewood Broadway, N.W.2. Tel. Gladstone 4928. (C3046)

1954 Ford Consul, one owner, radio/heater: £325. (C3047)

1954—Lodge Hill Garage, Abingdon. Tel. Oxford 75487. (C3046)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD CONSUL

PHILIP RICHARDS, Ltd., offer:—

1955 Ford Consul saloon, black/red, heater, 11,000 miles.  
 PART exchange deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-5. (C3051)

WOOD &amp; LAMBERT, Ltd., main dealers.

1954 Consul saloon, black with red leather and heater, carefully maintained; £545.  
 1953 Consul saloon, fawn with red leather, heater, excellent; £515.  
 49 Stamford Hill, N.16 (Sta. 5434). (19192)

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1953 Ford Consul, colour fawn, leather upholstery, heater, taxed December; £500.  
 108 St., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). (8396)

1956 Ford Consul saloon, immediate delivery; Hat price.  
 RIFCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2502-3-4. (C3053)

1955 Ford Consul convertible, 7,500 miles, one owner, new condition; £695.  
 GORDON CAR (LONDON), Ltd., Highfield, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. (C2023)

625ms.—Ford Consul May, 1955, saloon, one owner, 7,000 miles, spare unused, practically new, taxed; terms, exchanges.—Rowland Smith, below.  
 525ms.—Ford Consul 1954 saloon, heater, screen washers, wing mirrors, one owner, excellent condition, taxed, choice of 3 Consuls; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

1953 Ford Consul saloon, fawn, fitted with radio and heater; £515.—512, Ears Court Rd., London, S.W.3. (C4056)

1955 Consul, 10,000 miles, heater, immaculate. £625.—Tolworth Motors, Ltd., Kingston 27-28, Tolworth, Elmbridge 2624. (C4061)

1955 (July) Consul convertible grey/red, heater, 5,500 miles only, taxed; £750.—Elliotts of Bideford, (Tel. 744) Devon. (7283)

1955 Ford Consul saloon, black, red leather; £625.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C4022)

1954 (Feb.) Ford Consul, Canterbury green, one owner, radio, heater, an unusually well-kept example; £550, exchanges, deferred terms.  
 JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Baywater 4274. (C4036)

1953 Ford Consul saloon, leather, heater, 14,000 miles unmarked, guaranteed; £550.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 6104. (C4053)

1953 Consul, finished in black with red leather, fitted with heater and in excellent condition; £540.—K.J. Motors, Brixley, Rav. 3456. (C4054)

1954 Consul saloon, heater, one owner, guaranteed; £525, exchanges, terms.—Palmer, 3, Russell Gardens, Kensington, W.14. Park 9704 and 9668. (C3054)

PRIDE & CLARKE, Ltd.—1955 Ford Consul saloon, low mileage, heater; £599; 1954, radio, heater; £549; 1953, radio, heater; £499.—Stockwell Rd., S.W.9. Brixton 6251. (C3066)

1955 Ford Consul saloon, Dorchester grey, red leather interior, very good condition; £585.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Baywater 0085. (C1065)

1955 series Consul convertible, grey/red, heater £540; 1955 series Consul saloon, black/red, heater, £2,000; £595.—263, Bassett Avenue, E.1. Southampton 8971. (8892)

£485.—1953 Ford Consul, one owner, small mileage; terms and exchanges.—D. F. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8968. (C4064)

1954 Ford Consul saloon, green with fawn upholstery, one owner, heater, excellent condition; £575.—Brew Brothers, Ltd., 135, Old Brompton Rd. S.W.7. Freamantle 5535. (C1063)

£644.—Absolute gift, 1955 (April) Consul saloon, bankruptcy forced sale, speedometer records 3,500, vehicle virtually brand new, fitted heater; this represents this week's bargain; don't miss it; also choice 1956 models.  
 LAMBS OF WOOD GREEN (Est. 1897)—100 guaranteed cars; exchanges; hire purchase; 321-423 High Rd., Finchley, (East Finchley Underground), Finchley 6222. (C2052)

## Ford Consul Cars Wanted

R. ROWLAND SMITH'S the Car Buyers—Highest cash prices for Ford Consul—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

DAENHAM MOTORS, Ltd., wish to purchase Ford Consul cars.—Used Car Department, Hyde Park 4070. (W1066)

FORD CONSUL BUYERS.—Motocritics (London), Ltd., Great North Rd., East Finchley Station, N.2. Tel. 2301-2. (W5018)

H. A. SAUNDERS require Consuls in part exchange for new models.—144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

## FORD ZEPHYR

BENTALLS, Ltd.  
 1953 Ford Zephyr, green with beige upholstery, fitted radio and heater; £555.—Kingston-on-Thames Kingston 1001. (C1099)

BIRKETT'S (FINCHLEY), offer:—  
 1953 Zephyr, black, loose covers, magnificent condition; at off season price of £465, written guarantee; terms, exchanges.  
 BIRKETT'S (FINCHLEY), 597-601, High Rd., East Finchley, N.3 Finchley 0052-3-4 anytime. (7676)

## FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—  
 1954 (first registered December '53) Zephyr 6 saloon, black with red leather, heater, twin wing mirrors, low mileage, excellent condition; £590.  
 1954 Zephyr 6 saloon, black with red leather upholstery, heater, Ace Rimblishers, mileage 8,500, excellent condition; £635.

1953 Zephyr 6 saloon, black with red leather upholstery, radio, heater, twin fog lamps, low mileage, excellent condition; £550.  
 1953 Zephyr 6 saloon, black with red upholstery, heater, fog lamp, low mileage, excellent condition; £535.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

B. J. HUNTER, Ltd., offer:—  
 1954 Ford Zephyr saloon, low mileage, superior condition; £559.  
 B. J. HUNTER, Ltd., 22, Criklewood Broadway, N.W.2. Tel. Gladstone 5303. (C2040)

H. BEART & Co., Ltd., offer:—  
 1955 Ford Zephyr saloon, beautifully maintained by one careful owner; £650.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3548. (C1061)

WOOD & LAMBERT, Ltd., main dealers.  
 1954 Zephyr saloon, dark green with beige leather and heater, 15,000 miles, extremely well kept; £610.  
 1953 Zephyr saloon, Winchester blue with blue leather, heater, most attractive; £515.  
 49 Stamford Hill, N.16 (Sta. 5434). (9191)

RICHARDS & CARR, Ltd., are always best value.  
 1955 Zephyr convertible, heater power top hide, 6,500 miles, Dorchester grey; £795.  
 1953 (September) Zephyr saloon, radio, heater, 26,900 miles, but looks less, superb condition; £495.—39, Kilmington St., S.W.1. Euston 5424. (C3045)

1953 (Oct.) Zephyr saloon, one owner, black, heater; £525.—Main Motors, Ltd., Tot. 7771 (4 lines). (C3077)

1953 Ford Zephyr, 19,000 miles only, radio, heater, leather, screen clean, new tyres just fitted, one owner; £535.—See below.  
 1954 Ford Zephyr, leather, heater, low mileage, one owner; £565; terms and exchanges.—S. F. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8968. (C4064)

1955 (March) Zephyr, black/red, 2,000, £645; 1954 saloon, blue all on, £530.—265, Bassett Avenue, Tel. Southampton 69551. (8865)

CARR'S MOTOR MART.—1955 Ford Zephyr saloon, black, red hide, heater, unblemished, genuine 5,300 miles, written guarantee.—6, Warren St., W.1. Euston 4110. (C1040)

1953 Zephyr saloon, one owner, radio, heater, leather, many extras, Ford maintained, guaranteed; £525.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 6104. (C4053)

675ms.—Ford Zephyr 1955 export saloon, r.h.d., blue, blue leather, heavy duty tyres, roof rack, one owner, 9,000 miles, exceptional, taxed; terms: exchanges.—Rowland Smith, below.  
 545ms.—Ford Zephyr 1954 saloon, leather, heater, gaslight, one owner, excellent condition; choice of 3 Zephyrs; terms; exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1954 Zephyr convertible, beautiful little car, powder blue, electric hood, heater, fitted with radio, whitewall tyres, real bargain; £675.—Tel. New Cross 4563. (9264)

1955 Ford Zephyr convertible, black/red leather, one owner, 7,500 miles, H.M.V. radio with retractable aerial, heater, power top, as new de luxe all weather car at useful saving; £675.  
 J. DAVY, Ltd., 180-4, Kensington High St., W.8. Western 9641. (C1069)

1953 Ford Zephyr saloon, black with red roof, red interior, heater, one owner and only 16,000 miles, an unmarked specimen; £550.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (8875)

1954 Ford Zephyr saloon, in black with red upholstery, loose covers, heater, first-class condition throughout; £665; choice of 2.—Bella Service Garages, Ltd., 144, London Rd., Kingston-on-Thames. Kingston 1165. (C1016)

TANKARD & SMITH, Ltd., offer 1954 Ford Zephyr saloon, green/beige leather, one owner, heater and radio, exceptional condition; £465; 3 months' written guarantee.—194/196, Kings Rd., Chelsea, S.W.3. (C4025)

G & M ALFRED'S (1936), Ltd.—1954 Ford Zephyr, leather, heater, radio, £575; 1953 Ford Zephyr, radio, heater, leather, loose covers, small mileage. £485.—6-7, Warren St., W.1. Euston 3566. (C1005)

1955 (July) Ford Zephyr, Canterbury green, 5,000 miles only, new condition, supplied and serviced by us; £650; also 1953 Ford Zephyr, black, red upholstery, heater, one owner and an unusually good example; £450, exchanges, deferred terms.  
 JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Baywater 4274. (C4036)

DAENHAM MOTORS, Ltd., wish to purchase Ford Zephyr cars.—Used Car Department, Hyde Park 4070. (W1066)

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

## FORD ZODIAC

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—  
 1954 Zodiac saloon, black/Dorchester grey, colour combination with grey/lawn upholstery. All Zodiac accessories, plus a radio, mileage 10,500, one owner, excellent condition; £735.  
 W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3043)

A1 at Browns.  
 1954 Ford Zodiac, black, 16,000 miles; £695.

W. J. BROWN, Ltd., Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. (C1025)

TOM GARNER, Ltd., offer:—  
 1955 Ford Zephyr Zodiac saloon, Dorchester grey, radio, etc., 7,000 miles; £785.  
 TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

WARWICK WRIGHT, Ltd., offer:—  
 1955 Ford Zodiac saloon, black with beige upholstery, 8,000 miles; £775.  
 WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

1954 (Sept.) Ford Zodiac, black, under 6,000 miles deferred terms, a superb example; £675; exchanges.  
 JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Baywater 4274. (C4035)

PRIDE & CLARKE, Ltd.—1954 Ford Zodiac saloon, grey/grey, 17,000 miles, radio; £628.—Stockwell Rd., S.W.9. Brixton 6251. (C3066)

1955 (17/12/54), green and Dorchester grey, under 15,000 miles, one owner, radio, faultless; £650.—Ing's Garage, Maidenhead 2149. (19255)

1954 (June) Zodiac, duo grey, immaculate throughout radio, guaranteed; £660.—Campbell Symonds, Wembley 5462. (C1037)

1955 series Zodiac, 9,000 miles as new; £695.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2554. (C4061)

1955 (Sept.) Ford Zodiac saloon, quite new; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. (C1010)

1955 Ford Zodiac, blue, grey, one owner, 15,000 miles, fully guaranteed; £675.—Silverthorne Motors, Ltd., 11, Pissay Sq., W.1. Euston 7611. (C4011)

1955 Ford Zephyr Zodiac saloon, finished in Lichfield green, fitted overdrive, special exhaust system and many extras, 6,000 miles; only £565.  
 JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester, Tel. 23125. (C2090)

1955 model Zodiac sal., 2-tone grey, hide interior, unmarked, low mileage, many extras; £725; consider part exchange.—14, Bulkington Ave., Worthing 1839. (9176)

1955 Zodiac saloon, grey/blue, 11,000 miles, almost unmarked, £675; another, October, 1954, grey/lawn, 10,000 miles, radio, one owner, £585.—Farm Garage, Ltd., Epson 1456. (19223)

1955 model Zodiac sal., two-tone grey, hide interior, unmarked, low mileage; £725; many extras, consider part exchange.—14, Bulkington Ave., Worthing 1839. (C4027)

ROSE & YOUNG, Ltd., offer 1955 Ford Zodiac saloon, 200 miles only, 2 weeks' old; £525.—65-69, St. Ermin's Avenue, Streatham Hill, S.W.2. (one minute Streatham Hill Station). Tulse Hill 6041. (C3087)

## FORD (V.8)

ELITE MOTORS offer:—  
 1948 Ford Pilot saloon, black, leather, radio, heater, outstanding condition; £275.  
 1951 Ford Pilot saloon, blue, leather, radio, heater, immaculate throughout; £365.

ELITE MOTORS, 951-961, Garratt Lane, Tooting E Broadway, Tel. Balham 2474 (four lines). (C3005)

H. BEART & Co., Ltd., offer:—  
 1950 (May) Ford Pilot de Luxe saloon, heater and radio, low mileage and in excellent condition throughout; £525.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3548. (C1061)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.  
 1939 Ford V.8 91A drop head; £193.

MARLBOROUGH WORKS, 609, Kenton Rd., Kenton, Harrow, Tel. Wordsworth 7905 (5 lines). (C1008)

1951 Ford Pilot, radio, heater, new engine, tubeless tyres, a specimen car; £310.  
 SCOTT CAR, 341-347, Finchley Rd., London, N.W.3. S. Hampstead 7719/6616. (C4016)

1951 Pilot radio, heater, immaculate, choice 2; £379.—Jack Posner (Automobiles), 595, Hendon Way, N.W.4. Hen. 6011-4. (C3064)

AZ MOTORS offer magnificent condition 1950 Pilot, heater, new tyres, spotless; £295/11.—100, Palmerston Rd., N.W.5. Tel. Mal. 4723. (C1011)

1950 Pilot, fitted radio, heater, in excellent condition; genuine bargain; no dealers; £325.—Springpark 5694. (9213)

265ms.—Ford V.8 Pilot September, 1949, saloon, leather, heater, good condition; terms; exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

PRIVATE owner wants Ford Pilot; must be good.—Box 8307. (9069)

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Ford Pilot.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD CUSTOMS

SIMPSON'S offer:—

1949 Ford Customs convertible, r. & b., all extras.  
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley SE9 1 8003. [C4015]

1953 Ford Customline de luxe, every possible extra, including radio, heater, whitewall tyres, low mileage, one owner; £295; terms and exchanges. D. F. Wyatt, Ltd., 51-53, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 6988. [C4084]

## AMERICAN FORD

SIMPSON'S offer:—

1955 Ford Victoria hard top, every conceivable extra.  
1954 Ford Victoria hard top, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley SE9 1 8003. [C4015]

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Basing 4008. [0749/B]

## American Ford Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American Ford buyers, Wembley SE9 1 8003. [W4015/B]

UTILITY—FORD OR OTHER BODIES  
£165—1947 Ford 8 utility, excellent condition; terms.—Autonips, 5, Balham High Rd., Balham 1509. [C1009]

## FORD MISCELLANEOUS

CHARLES POLLETT, Ltd., official Ford agents, offer:—

1954 Ford Zodiac saloon, grey and green, one owner, supplied and maintained by us since new, £695; 3 months' guarantee.

1954 Ford model Ford Zephyr, dark green, leather, heater, screen wash, one owner, loose covers fitted since new; £595; 3 months' guarantee; H.P. facilities and part exchange. [0749/B]

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Eglon Ave., W.9. Cunninghamham 5956. [C2010]

## Ford Miscellaneous Cars Wanted

PRIVATELY owned Ford Zephyr or Consul—2/143, Streatham High Rd., Tulse Hill 2768. [W4037]

H. A. SAUNDERS require Anglias and Populans in part exchange for the new models—144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

## Ford Spares and Service

NORMAND, Ltd.,

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0356]

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 7222 (5 lines). [0514/R]

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wasted 2235), main Ford dealers, service and all spares. [1095/R]

WE have one of the biggest stocks of Enlo spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (6 lines). Also 68, High St., East Ham, E.6. Orangeswood 1136. [0768/R]

## FRAZER NASH

FRAZER NASH Mills Miglis 2-seater, June, 1952, white with grey leather, 5.5 rear axle, rigid side curtains, all-round vision, Michelin X tyres; a bargain at £1,175. Tel. 358.

BOLTON OF LEEDS, Ltd., Harrison St., Brigste, Leeds, 1. Tel. 2014. [0190]

## Fraser Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Fraser Nash—Hampstead (Tube), N.W.3 Ham 6041. [W4018/R]

## FRAZER NASH-B.M.W.

1939 Fraser Nash-B.M.W. type 327/80, fixed head coupe, very attractive car, finished two-tone colours, excellent performance; £415. [0356]

WHEELER & AYLAND, Ltd., Reading Rd., Basingstoke, Tel. 358.

1937 Fraser Nash-B.M.W., black/red, good condition, licensed, insured March, 1956; £125.—Channon, 2, Pembroke Rd., Sevenoaks, Tel. 2351. 9-6 p.m. [0169]

325 cns.—Fraser Nash-B.M.W. 1938 2-litre 328 sports coupe, silver grey, red leather, excellent condition; terms; exchanges; list; open 9-7, week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

## Fraser Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Fraser Nash-B.M.W.—Hampstead (Tube), N.W.3 Ham 6041. [W4018/R]

## HEALEY

1953 Healey 2.4-litre d.h. coupe.

CARS purchased for cash; guarantee.

103, New Bond St., London, W.1. Mayfair 3351. [C1029]

## HEALEY

CHIPSTEAD MOTORS, Ltd., offer:—

SILVERSTONE 1951 (March) E type, green, specimen; £583.  
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.5. Faxman 0052/7253/7154. [C1046]

1950 Healey 2.4-litre 4-seater tourer, specimen; £545.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Basing 8941. [C5041]

1953 Alvis Healey, 5,000 miles only, radio, heater, etc. as new; £295.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

1950 Healey d/h, new tyres; £295.—Montrose Motors (H. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088]

325 cns.—Healey late 1948 2½-litre sports 2-seater, ivory, red leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1951 Tickford saloon, radio, heater, many other extras, bill held for recent overhaul, conditinally claimed best C-type Tickford in existence; £635; terms, exchanges.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Sloane 5424. [C5045]

1951 Healey Abbott d/h coupe, beautifully finished ivory, with blue leather hood and upholstery, excellent condition, fitted heater and radio; £650 n.o.—For appointment to view contact Cave & Walker (Solicitors), 27, Layton Rd., Blackpool, Tel. 25092. [9245]

## Healey Cars Wanted

RICHARDS & CARR, Ltd., Healeys—35, Kinnerton St., S.W.1. Sloane 5424. [W3045]

J. H. BARTLETT will pay more for good Healeys, all models a-27, Pembridge Villas, W.11. [W1013]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Healey—Hampstead (Tube), N.W.3 Ham 6041. [W4018/R]

## HILLMAN 10

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillsdale 6621, offer:—

1955 Hillman Minx Mark VIII de luxe, black with red upholstery, heater, wing mirrors, low mileage, immaculate condition; £675.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillsdale 6621. [C8042]

BENTALLS, Ltd.,

1952 Hillman Minx, fitted heater; £485.—Kingston-on-Thames, Kingston 1001. [C1059]

B. J. HUNTER, Ltd., offer:—

1954 Hillman Californian saloon, fitted radio, heater, etc.; £595.—Below.

1953 Hillman Minx saloon, attractive; £489.—Below.

1952 Hillman Minx saloon, fitted roof racks, numerous extras; £449.

B. N. W. 2, Gladstone 6303. [C2046]

H. A. SAUNDERS, Ltd., offer:—

1953 Hillman Minx saloon, black/red upholstery; £535.

1954 Hillman Minx saloon, black/red upholstery; £585.

H. A. SAUNDERS, Ltd., 856-842, High Rd., North Finchley, N.12. Hillsdale 5272 (6 lines). [C3027]

HATTON CROSS GARAGE offer:—

1954 Hillman convertible, black, red upholstery, whitewall tyres, 13,000 miles only, undisturbable from new; £825.—Great South West Rd., Feltham Feltham 2176. [C2092]

WARWICK WRIGHT, Ltd., offer:—

1955 Hillman Mark VIII Californian hard top, radio and heater, 2,000 miles, £750; another in ivory and black, similar mileage.

1954 Hillman Minx Mark VII saloons, all standard colours, low mileages; from £375.

1955 Hillman Minx Mark VIII saloons, all standard colours, low mileages; from £545.

1955 Hillman Minx Mark VII convertible coupe, black with red upholstery, 12,000 miles; £695.

1955 Hillman Mark VIII Californian hard top, dual green with dual green upholstery, heater, 5,000 miles, £750; another in grey and blue, similar mileage.

1955 Hillman Mark VIII estate car, golden sand/red upholstery, heater, 7,000 miles; £745.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4048]

BRADSTOCK MOTORS, Ltd., offer:—

1953 (October) Hillman Minx saloon, black, fitted heater, underseated, genuine 7,000 miles, one owner, as new; £545.—Chase Rd., Epsom SE96-7. [C1090]

ELM AUTOSALES (MORDEN) offer:—

1950 model Hillman Minx Phase 4, beige, red leather, heater, screen washers, a really immaculate example; £395.—28-30, Abbotsbury Rd., Morden, Cherrywood 1615. [C2092]

HENDON CENTRAL GARAGE, Ltd., offer:—

1954 Hillman Minx saloon, fitted heater, taxed till end of year, low mileage and absolutely unmarked; £525. Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. [C2054]

ATOMOBILE & AIRCRAFT SERVICES, Ltd.,

1955 Californian hard top, radio, heater, etc.; £685.

1954 Hillman Minx saloon; £565.

MARLBOROUGH Works, 800, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 7805 (5 lines). [C1008]

## HILLMAN 10

PHENIX MOTOR Co. (SURREY), Ltd., offer:—

A SELECTION of Hillman Minx models: from £465.  
PHENIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C5044]

1953 Hillman Minx saloon, fitted sun roof, heater, etc. £475.

W. J. BROWN, Ltd., 359, Finchley Rd., N.W.3. Ham. 2284. [C1036]

1955 Hillman Minx, ohv, low mileage, as new; £625.

SCOTT CARS, 541-547, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-5676. [C8016]

£535—1954 Hillman Minx saloon, one owner, perfect order.

GORDON CARS (LONDON), Ltd., Highfield, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. [C2023]

1954 Hillman Minx saloon, low mileage; choice of 2,495 cns. each.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C170]

WESSEX MOTORS, St. Cross Rd., Winchester.—Part of the Hon. J. Glynne, etc.

1955 (January) Hillman Minx de luxe saloon, blue with maroon interior, fitted heater, a one-owner car in excellent condition.

1954 (November) Hillman Minx saloon, black/red, 13,000 miles, one owner, immaculate; £565.

1954 (April) Hillman Minx saloon, green, heater; £555.—Granmore, Tel. Potters Bar 2040. [C1062]

1953 Hillman Minx saloon, green, excellent condition; £485.—Hale Motors, Ltd., Tot 7771 (4 lines). [C9077]

1956 Hillman Minx saloon, delivery mileage; exchanges, etc.—Autowork, Ltd., Southgate Rd., Winchester. Tel. 4965. [C1010]

1955 Hillman Californian saloon, new condition; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010/1]

BREW BROTHERS, Ltd.—1953 Hillman Minx saloon, black with red interior, one owner, excellent condition; £495.

1955 (October) Hillman Minx saloon, pearl grey/summer blue with red interior, heater, overriders, rim finishers, as new, £700.—133, Old Brompton Rd., S.W.7. Fremantle 3355. [C1063]

625 cns.—Hillman Minx June 1953 Phase VIII de luxe saloon, ohv, one owner, 4,000 miles, spare unused; terms; exchanges.—Rowland Smith, below.

565 cns.—Hillman Minx September 1954 Phase VII convertible, one owner, small mileage, special, taxed; terms; exchanges.—Rowland Smith, below.

525 cns.—Hillman Minx 1954 Phase VII saloon, heater, one owner, excellent condition; terms; exchanges.—Rowland Smith, below.

395 cns.—Hillman Minx 1951 Phase IV saloon, heater, very good condition, taxed; terms; exchanges.—Rowland Smith, below.

245 cns.—Hillman Minx i.e. 1941 saloon, sliding head, leather, excellent condition, taxed; choice of 10 Hillman; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

PRIDE & CLARKE, Ltd.—1954 Hillman Mark VII saloon, low mileage, radio, heater; £499.—Stockwell Rd., S.W.9. Braxton 6251. [C3068]

1947 model Hillman 10, very smart; £310.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019]

HILLMAN Minx saloon (Apr. 1953), black, red leather; £485.—Stratstone, Ltd., 40, Berkeley St., W.1. Mayfair 4404. [C4022]

1954 Minx Mk VII, green/beige, 10,000 miles, Ltd., Temple Bar 3358. [C4029/2]

1950 Hillman Minx, fawn/red, one owner, excellent condition; £395.—Salmons Garages, Ltd., Temple Bar 3358. [C4029/1]

1955 Hillman Minx convertible, fawn, 2,721 miles; £700.—Salmons Garages, Ltd., Temple Bar 3358. [C4029]

JACK ROSE, Ltd., offer 1953 Hillman Minx Anniversary saloon, one owner, £475.—Stafford Rd., Wallington, Surrey. Wall. 6077. [C3058]

£395!!!—1949-50 Hillman 10 de luxe saloon, a rare and beautiful car, lavishly maintained by late owner, the finest we have had.

£295!!!—1946-7 Hillman 10 drop head coupe, a beautiful bodywork, recently had £50 overhaul, an outstanding vehicle, choice also late 1947 and 1948 drop head coupes.

L. AMIS OF WOOD GREEN, Established 1897: 100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley (East Finchley Underground), Finchley 6222. [C8054]

1954 Hillman Minx saloon, heater; £545.—Montrose Motors (H. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088]

1953 Hillman Minx, one owner, low mileage; £525; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2058]

1954 (May) Hillman Minx saloon, ex-distributors car, small mileage, any trial; £495, exchanges, H.P.—11, Perryman, Prestwich, Manchester, Tel. Prestwich 3057. [C2058]

1955 (July) Hillman Californian Mark VIII, red/cream, fawn/red upholstery, 4,000 miles, just as new; £700.—Henry Gadsby, Measham, Burton-on-Trent Measham 211. [9211]



## HILLMAN 10

## HILLMAN HUSKY

HILLMAN MISCELLANEOUS

### Hillman Cars Wanted

**ROWLAND SMITH & Co. the Car Buyers.**—Highest cash prices for H.R.G.—Hampstead (Tube) N.W.3. Ham. 6041. [W4012/h

**H**. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Millside 5273 (8 lines). [C2027

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel.  
Littlewick Green 70: evenings and week-ends.  
Littlewick Green 5076 [C1109

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HUMBER

1951 Humber Super Snipe grey with grey upholstery, nominal mileage, fitted heater; £275. Jack Smith, 23, Bruton Place, W.1. Mayfair C061-2. (C4082)

AZ MOTORS offer magnificent 1948 Humber 11, absolutely immaculate, heater, positively any exam note. £325. Palmerston Rd., Kilburn, N.W.6. Mal 4723. (C1011)

1939 Humber 11 saloon, sunroof, Nutek, black/brown leather upholstery; terms: £165. L.G. Motors, 177, Archway Rd., N.6. Mountview 8467. (C1215)

LIMOUSINE and 7-passenger saloons, a selection is offered at competitive prices, 1949/1953; write or phone—Victoria Garage, Edgware Rd., Crickswold, Gladstone 3029. (C1103)

1955 (July) Humber Hawk Mark VI saloon, fitted with overdrive, colour seal grey/red, 5,000 miles only, as new; £395. The Bucks Motor Co., Ltd., Aylesbury 164. (C1113)

1948 Humber Hawk saloon, grey, extremely good condition throughout, taxed; £355. Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Special 5659. (C2019)

HUMBER Super Snipe, registered Dec., 1949, black, fitted heater, joystick, screenwashers, privately owned; £395. Bartlett, Post Green, Lytchett Minster, Dorset. (C1800)

1954 Humber Hawk, smoke grey/red, radio, h.p., £475; exchanges; Mayfair & Root, Ltd., 25, East Hill, Wandsworth, S.W.19. (Fee minutes Clapham Junction). Batt. 2252. (C3002)

1948 Humber 18hp Snipe saloon, virtually one owner from new, 26,000 miles only, a perfect car; £355; terms and exchanges—Morley, 54, Stratford Hill, S.W.2. Tel. Tulse Hill 4988. (C2016)

1946 Humber 18 4-door de luxe saloon, immaculate, black, brown hide, recon, engine just fitted; £250 or £30 deposit—Ray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

925 cns.—Humber Hawk late 1955 Mark VI saloon, black, red leather, ohv, overdrive, heater, one owner, 5,000 miles, practically new; terms, exchanges. Rowland Smith, below. (C1024)

375 cns.—Humber Hawk November 1949 Mark III saloon, sliding head, leather radio, heater, very good condition, choice of 4 Humber; terms, exchanges; list; open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4016)

1953 Humber Hawk saloon, grey, red interior, heater and radio, one owner, 16,000 miles, superb throughout; £525. Broadway Motors, 67, High St., and Hanworth Rd., Hounslow, Middx. Hou. 0175. (C1879)

1954 Hawk in black with leather upholstery, and fitted radio, heater, fog lamp, loose seat covers, radiator blind and external sun visor, a one-owner car in first-class condition; £670.—K. J. Motors, Ltd., Bromley, Hav. 5456. (C1985)

£565.—Humber Hawk, beautifully maintained by makers, one owner, radio heater, visors, etc., etc., unrepresentative, a 1951 model better than most 1954s, choice 3 others; £498.—Benmotors, 1, Clarendon Rd., W.11. Park 5066-7. (50 yards Holland Park Tube.) (C1017)

1947 Humber sedan de ville 7-seater with electric division coachwork by H. J. Mulliner, ideal hire car, this car is in superb condition throughout, original coach, well over £2,000, now offered at £625; attractive hire purchase terms and 3 months' guarantee.—Jack Kempston, 27, Nightingale Lane, London, S.W.12. Battersea 1151. (C1016)

£525 11.—1951 Humber Hawk de luxe saloon, this vehicle has only had one most meticulous owner since new, just had overhaul costing £60 including retored engine not yet run in, bodywork virtually new, interior spot lamp, wheel trims, wing mirrors, etc., undoubtedly this vehicle is a bargain and should not be missed, choice also six other Humber Hawks from £295 to £650. (C2052)

LAMBS OF WOOD GREEN Established 1897; 100 guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley (East Finchley Underground), Finchley 6222. (C2052)

## Humber Cars Wanted

R ROOTES, Ltd.

D DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 941)

ROCHESTER.—(Chatham 2331.)

W BROMHAM HEATH.—(Borough Green 4.)

M AIDSTONE.—(Maidstone 3333.)

M MANCHESTER.—129, Deansgate, (Blackfriars 067.)

C ANTERBURY.—(Canterbury 3332.)

R ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. (C1018/P)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber, Hampstead (Tube) N.W.3. Ham 6041. (W4018/R)

E MA 2144, Grove Rd., Southsea, Portsmouth. (0410/R)

CASH immediately for good Humber.—H. F. Edwards, 29-34, Upper High St., Epsom, Surrey, Tel. Epsom 5611. (W2001)

## Humber Spares and Service

THE Humber Spares for all species—Tel. Uplands 5637 See advt. under Parts & Accessories. (C089/R)

## Humber Spares and Service

D ISMANTLING for spares nearly all models 1932/1940.—Wards Motor Stores, Walsley, Tel. 0015/R

## JAGUAR

H ENLYS, Ltd.

E NGLAND'S Largest Jaguar Distributors.

S ELECTION of all models at attractive prices.

D EVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

H ENLY House, 385, Euston Rd., N.W.1. (Euston 4444)

D EPOTS at:—

M ANCHESTER (Blackfriars 7843).

B RISTOL (Bristol 21326).

B OURNEMOUTH (Bournemouth 6314).

N ORTHAMPTON (Northampton 907).

C AMBERLEY (Camberley 77).

C HOUNSLOW (Hounslow 3454).

F INCHLEY (Finchley 0081).

G RAY West Rd. (Ealing 5477), Official Jaguar Service Station.

C AMDEN TOWN SERVICE STATION (Guliver 4141)

H ENLYS Ltd. England's Leading Motor Agents. (0027/R)

B ENTALLS, Ltd.

1950 Jaguar Mark V, black with tan upholstery, £350.

1955 Jaguar Mark VII, Type M, British racing green with green upholstery, £1,395.

1953 Jaguar Mark VII, black with brown upholstery; £925.—Kingston-on-Thames. Kingston 1001. (C1093)

R AYMOND WAY.

R AYMOND WAY OF KILBURN.

R AYMOND WAY, the hire purchase specialists.

1954 Jaguar XK120 drop head coupe, British racing green cellulose, completely as new, genuine 17,800 miles, fitted with a host of extras, one owner, full history available; £950s.

H IRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £600 to choose from.

R AYMOND WAY Canterbury Rd., Kilburn, N.W.6. N. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

N EWNHAMS, Ltd.

1954 Jaguar Mark VII saloon, immaculate; £950.

N EWNHAM House, 235-245, Hammermith Rd., London, W.6. Riverside 4646 (9 lines). (C3024)

H R OWEN, Ltd.

F ROM our large and comprehensive stock we have chosen the following cars as examples:—  
1955 XK120 2-seater tourer, finished in grey with red and beige leather upholstery; first registered March, 547 miles only.  
We are interested in the purchase of Jaguar cars and invite communications from owners who have such vehicles for disposal.

H R OWEN, Ltd., 17, Berkeley St., London, W.1. Tel. Mayfair 9060. (C3032)

G RAY WESTERN MOTORS.

O FFICIALLY appointed Jaguar dealers.

1955 Mk. VII, pastel Green, green hide, fitted overdrive, 2,000 miles only, literally as new; £1,475.

1955 Mk. VII M, fitted overdrive, battleship grey, red hide, as new; £1,695.

1954 Model XK120 d.s.c., beige, red hide, new hood, low mileage, one owner; £1,075.

1953 Mk. VII, black, brown hide, fitted radio, well above average; £675.

T HE above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee.

4-6-8, Bishopsgate Rd., W.2. Ambassador 1061. (C3089)

M ANN EGERTON & Co., Ltd.

1955 Jaguar XK140 drop head coupe, dark green with brown leather, 1,000 miles.

M ANN EGERTON & Co., Ltd., 14, Berkeley St., W.1. Hyde Park 2073. (C2006)

R OBE & YOUNG, Ltd., offer:—

1955 XK140 drop head coupe special equipment model with wire wheels, fitted overdrive and radio, 2,000 miles only, as brand new; £1,495.

1954 XK120 drop head coupe, 12,000 miles only fitted H.M.V. radio, one owner, immaculate suede green; £1,025.

1953 XK120 fixed head coupe, special equipment model, immaculate condition, black; £965.—55-59, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station), Tulse Hill 6484. (C3067)

I MPERIAL MOTOR MART offer:—

1953—54 model Jaguar Mark VII saloon, cream/red, H.M.V. radio, heater, loose covers, one owner, supplied and maintained by us, low mileage; £595.

1953—54 model Jaguar Mark VII saloon, blue/blue, heater, screenwashers, loose covers, etc., one owner, supplied and maintained by us; £595.

I MPERIAL MOTOR MART, Jaguar distributors, Royal Cres., Cheltenham, Tel. 2095-6. (C265)

W ORKING MOTORS, Mercedes distributors.

1954 XK120 coupe 15,000 miles, one owner, superb condition; £955.—Maybury Hill Garage, Woking 4277-8. (C4097)

## JAGUAR

P HILIP RICKARDS, Ltd., offer:—

1955 (July) Jaguar XK140 fixed head coupe with overdrive, British racing green, extras, 5,000 miles, as new.

P ART exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C3051)

W ARWICK WRIGHT, Ltd., offer:—

1954 Jaguar Mark VII saloon (overdrive), black/brown upholstery, 3,000 miles; £1,195.

W ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

P ETER BANTOCK CAR SALES offer:—

1948 1½-litre special equipment saloon, finished in suede green and fitted Ace disc, the whole car has been beautifully maintained and is one of the finest examples of this model we have ever had; £450.—104, High Rd., Chiswick 2725/5970. (C1014)

D UNCAN HAMILTON & Co., for Jaguar.

1955 M type saloon, finished in British Racing Green, with green interior, fitted overdrive, stoplights, badge bar, fire extinguisher, link mats, twin speaker, extra Michelin X tyres, low mileage; £1,165.

1955 XK140 fixed head coupe, finished in British Racing Green with green interior, 6,000 miles only, fitted radio, dual horns, etc., in most beautiful order throughout; £1,525.

1952 Jaguar XK120 Roadster, special finish in blue covers, new hood, modified engine, 9:1 compression, one owner; £740.

1951 Jaguar XK120, 29,000 miles, specially finished in satin beige, fitted loose covers, wind deflectors, spotlight, fitted mats, Michelin X tyres, unmodified, unraced, undoubtedly one of the best examples available; £695.

33, High Rd., Blythe, Surrey. Byfleet 3101 by day and night. (C1091)

C OOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Jaguar Mark VII sports saloon, black/red hide interior, Michelin X tyres, H.M.V. radio, etc., very good condition; £825.

1955 Jaguar XK140 fixed head coupe, many extras, British racing green, green upholstery, 6,000 miles; £1,525.

C OOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 6897-8-9. (C1057)

W HITEHALL MOTORS OF COVENTRY offer:—

1955 Jaguar Mk. VII type M, overdrive, radio, heater, specially finished in dual grey, leopard-skin seat covers, very low mileage, maintained regardless of cost; terms, exchanges.

W HITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry, Tel. Sedworth 3395-6. (C4048)

C HIPPSTADT MOTORS, Ltd., (Official Jaguar dealers).

XK140 1955 full special equipment model, racing green, unmarked; £1,425.

XK140 1955 convertible, black/red, unmarked, extras; £1,450.

XK140 1955 full special equipment model, white/red, special removable hard top with sliding windows, unmarked; £1,485.

P RE-BUDGET price.—New Mark VII saloon, automatic gear box, for immediate delivery.

C HIPPSTADT MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/723/7194. (C1044)

C HARP FOLLETT, Ltd., official Jaguar agents offer:—

1955 (July) Jaguar XK140 2-seater, cream, fitted suitcases, genuine 300 miles only; £1,496 (present list price £1,692); 3 mths. guarantee; h.p. and part exchange facilities.

S HOWN, Ltd.—18, Berkeley St., W.1. Mayfair 6966. (C3048)

SERVICE.—Works and Stores—Barnside Yard, off Egin Ave., W.9. Cunningsham 5936. (C2010)

1953 (September) Jaguar Mk. VII, 2-ton, radio, heater, immaculate; £855.

S COOT CAR, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. (C4016/1)

1947 Jaguar 1½-litre saloon, black with brown leather, impeccably maintained; £375.

A LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1094)

C AMDEN MOTORS.—Jaguar; see brief selection from our stock on full-page advert., page 23 this issue.

1955 Jaguar Mk. VII saloon, blue, with blue leather, mileage under 4,000, overdrive fitted; £1,425.

B OTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774 Bottomgate, Blackburn 5084. (C3002)

1954 Jaguar Mk. VII saloon, birch grey, fitted with Bog Warner automatic gears, one owner; £1,595.

W J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2264. (C1026)

1949 Jaguar 1½-litre saloon, black, with brown interior, special equipment model, radio fitted; £450.

P ARKERS (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester. Dea. 4507. (C3062/1)

1955 Jaguar XK140 fixed head coupe, 1,900 miles, one owner; £1,595.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. (C3065)

REA dealers, new and used models always in stock; A spare parts service.—Bottomgate Motors, Ltd., Bolton Rd., Darwen 774. (C3002)

1947 Jaguar 1½-litre, extra equipment saloon, one owner, black and brown; £390.—Beardmore, 28, Queenway, W.2. Baywater 0136. (C1015)

JAGUAR 1½-litre saloon, 1948, specimen condition; exchanges, etc.—Astoria, Ltd., Southgate St., Winchester, Tel. 4995. (C1016)

£495.—1950 (November) Jaguar Mk. V saloon, black, with brown interior, fitted radio, excellent condition throughout.

1952 Jaguar Mk. VII saloon, silver grey with red interior, fitted radio; £975.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 235. (C161)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JAGUAR

**£435** 1947 Jaguar 1½, de luxe saloon, this is not an ordinary one but a specimen vehicle, magnificently maintained. Superb. (C1049)

**£695** 1952 Jaguar Mark VII de luxe saloon, 2 owners, 54,000 miles but looks like 10,000 miles. 5 different colours. (C1052)

**£395** 1951-1949 Jaguar 3½, de luxe saloon, beautifully finished 2-tone colour scheme, magnificently maintained, bargain price. 1 owner, radio, twin mirrors, unmodified XK 8. (C1053)

**1946** Jaguar 3½-litre saloon, £295.—Montrose Motors (N. B. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C1056)

**1954** Jaguar XK120, British racing green, one owner, radio, twin mirrors, unmodified XK 8. (C1057)

**1951** Jaguar MK V drop head coupe, black/leopard skin front, brown hide rear, 2 owners, heater, twin mirrors, cut-away rear wheel shields, turbo discs. (C1058)

**1952** Jaguar MK VII, grey/red leather, one owner, radio, £795.—D. V. Davy, Ltd., 190-4, Kensington High St., W.8. Western 9641. (C1059)

**1954** XK120 convertible, 15,000 miles, one owner, in excellent order, £1,075.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 3605. (C1060)

**1953** MK VII saloon, B.R. green, with green leather, fitted heater and radio, first-class condition; £295.—K. J. Motors, Ltd., Bromley, Rav. 2554. (C1061)

**1951** 3½-litre Jaguar drop head coupe, finished black as new in every respect, handsome mileage only, many extras.—Reynolds, Castle St., Cambridge. (C1062)

**JACK ROBE, Ltd.**, offer 1954 model Jaguar Mark VII saloon, 21,000 miles, carefully used by one owner since new, £395.—Stafford Rd., Wallington, Surrey. Wall 4677. (C1063)

**1952** Mark VII Jaguar, absolutely immaculate condition, radio, heater, beautiful 2-tone finish, red leather interior; bargain price, £465.—Tel. New Cross 2553. (C1064)

**1955** (July) XK120 convertible, 8,000 miles, wire wheels, overdrive, radio, etc., as new, £1,525.—Tolworth Motors Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C1065)

**1951** XK120 Roadster, brown, brown and fawn leather, a superb example, incorporating every world-wide modification; many spares; £665; exchanges, deferred terms. (C1066)

**JOHN S. TRUSCOTT, Ltd.**, 175, Westbourne Grove, W.11. Bayswater 4274. (C1067)

**1952** (Aug.) Jaguar MK VII saloon, in dove grey and black with tan hide upholstery and built-in heater, cost over £1,600 new and is in superb condition; wonderful value at £745.—Hillwood Motors, Mill Hill (London) 4232. (C1068)

**1950** Mark V Jaguar, finished black, heater, taxed, nominal mileage, very good condition throughout, any trial, £565, terms, exchanges.—Matthews of Stockwell, Ltd., 55-57, Stockwell Rd., Brixton 6555 and 2028. (C1069)

**REGISTERED** 1947 Jaguar 85100 3½-litre sports 2-seater, B.R. green outstanding condition throughout, most attractive, £525, terms, exchanges.—Matthews of Stockwell, Ltd., 55-57, Stockwell Rd., Brixton 6555 and 2028. (C1070)

**1951** XK120, 87,000 miles, original cellulose, immaculate, new Michelin X tyres, new battery, new clutch, heater, detachable hardtop, soft top and tonneau cover, spot light, fog light, radiator, brakes relined, £665.—Ashdene Car Sales, Hurst Green 844 (Sussex). (C1071)

**JAGUAR** saloon MK VII, registered 1954, green with tan leather upholstery, this car has been the property of one careful owner since new regular service and a total mileage of only 14,000 miles ensure the highest possible mechanical condition, bodywork as new.—The Ransomes Garage Co. (Brixhove), Ltd. Tel. Brix. house 1877-9-9. (C1072)

**MAGNIFICENT** specimen Jaguar Mark 1955 M type saloon, total mileage 6,600, coachwork finished in black cellulose with red leather upholstery; extras include: electric overdrive, heater, window washers, cigarette lighter, twin spot lamps, rim embellishers, spare wheel unused; this car is indistinguishable from new, unreplaceable offer, £1,295.—Hford Motor Co., Ltd., 235-240, High Rd., Hford. Tel. 2551/0681; after 7 p.m. Ripplaway 0157. (C1073)

**1953** (March) XK120 fixed head coupe, finished British racing green with red leather upholstery, S-type chassis, fitted H.M.V. radio, heater, screen wash, flame thrower, red blind, luggage grid, flashers, sports coil, Michelin X tyres, the whole vehicle in brand new condition, taxed December, £975, with written guarantee.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tel. 2501-2. (C1074)

**950** miles, totally unblemished and indistinguishable from new, March 1955 Jaguar Mark VII M saloon, in favourite shade of pastel blue with pale blue leather interior, fully equipped with chrome H.M.V. radio, heater, air conditioning, screen washers, twin pass lights, Ace Rimbellishers, etc.; 1,395 miles, a unique opportunity of acquiring a next-to-new car at a saving of nearly £400 from today's list price.—Rowland Smith, below. (C1075)

**365** miles.—Jaguar 1947 1½-litre S.E. saloon, sliding head, leather, radio, heater, discs, carefully used; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C1076)

**1951** Jaguar XK120 sports 2-seater, blue, £545; 1951 Jaguar XK120 sports, 1 h.p., £395; 1950 Jaguar Mark V 3½-litre sports saloon, radio, heater, £425; 1947 Jaguar 3½-litre sports saloon, choice of 4 from £225 to 1947 Jaguar 3½-litre sports saloon, £345; 1939 Jaguar 3½-litre drop head coupe, £165; 1955 Jaguar 8880 2½-litre sports 2-seater, radio, £225.—Performance Cars, Ltd., Great West Road, Brentford, Middx. Basing 6841. (C1077)

## JAGUAR

**£195**—Genuine 1939 model Jaguar 3½-litre black and chrome sports saloon, post-war appearance, £65 deposit.—Ray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. (C1024)

## Jaguar Cars Wanted

**R. ROWLAND SMITH's**, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

**COOMES & SONS (GUILDFORD), Ltd.** URGENTLY require Jaguars, very late models; offers appreciated.—Portsmouth Rd., Guildford. Tel. 63907. (0234/R)

**MARSTON MOTOR CO., Ltd.** for your Jaguar.—Tel. Sta. 6000 Seven Sisters Rd., Tottenham N.15. (0180/R)

**WANTED**—Good 1951 XK Jaguar.—Copley, Midway Cottages, 175, London Rd., Fynton, Cheshire. (W155)

**CASH** immediately for good Jaguar.—H. F. Edwards, 28-54, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001)

## Jaguar Spares and Service

**HENLYS, Ltd.** ENGLAND'S Largest Jaguar Service Station. GREAT West Rd., Brentford. (Basing 3477.) (C1078)

**SPARES** and replacement engines for all models from 1938 AND at Manchester, Chesham Hill Rd., Deansgate 6216-7. (0563/R)

**QUICK** completion of repairs. (0563/R)

**DISMANTLING** for spares nearly all models 1932/1940.—Wards Motor Stores, Wallasey. Tel. 4151. (0018/R)

**PEERLESS MOTORS, Ltd.** main dealers for Buckinghamshire—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. (0430/R)

**LANCASHIRE** specialized sales repair and spare parts service, large stock available.—Parters, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). (0739/R)

## JEEP

**JEeps**, private or commercial, all spares.—F.W.D. Motors (late Wick Autos), 15, St. John's Rd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). (0739/R)

**£120** Humber buys a special bargain.—See Metamex, famous for 12 conversions.—980, Beilise Lane, N.W.5. Hampstead 6251. (0527/R)

**JEeps**!!—Jeeps always available; comprehensive stocks of spares.—Autowork, Ltd. Tel. Winchester 2555. (C1010)

**REBUILT** Jeeps (full guarantee equivalent) as a makers'; own vehicle (taken part exchange, n.p. terms available)—Mansell & Fisher (see Jeep Spares, below). (C1066)

**UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.**—Jeep spare parts, home and export; 1955 illustrated assembly guide and parts catalogue price 1/-; largest stocks, lowest prices; exchanges plan engine, gear box, clutch, etc.; for all American spares.—551-553, High Rd., Chiswick, London, W.4. Chiswick 1919/6850. (C1035/R)

## Jeeps Wanted

**ROWLAND SMITH's**, the Car Buyers.—Highest cash prices for Jeeps.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

## Jeep Spares and Service

**JEep Service Station** overhauls, repairs, all Jeep spares available; exchange plan, all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4739. (C1066)

## JENSEN

**BROOKLANDS**, wholesalers and retail. 1956 series Jensen Interceptor saloon and four-seater, some Jeeps for delivery. (C1029)

**103**, New Bond St., London, W.1. Mayfair 8351. (C1029)

**ALEXANDER**, the Jensen specialists. BUY your new or used Jensen from specialists intimately connected with the company since 1926, now for best delivery. (C1029)

**INTERCEPTOR** 1956 saloon and convertible for immediate delivery. (C1029)

**INTERCEPTOR** 1953 drop head coupe, black, brown leather, heater, overdrive, one owner, exceptional car, £1,125.—ALEXANDER ENGINEERING CO., Ltd. (Managing Director Michael Christie), Haddenham, near Aylesbury, Bucks. Tel. 345-6. (C1094)

## JOWETT

**WM WELBECK MOTORS**, for Jowett. 1953 Javelin 3½ lux, black, brown hide, mileage 15,000, full Series III, virtually indistinguishable from new, £595; another in suede green with light brown hide, mileage 20,000, full Series III, £563. (C1049)

**1953** Juppier, Mark IA (latest type) with opening boot, ivory with red leather, H.M.V., mileage approximately 20,000, £525. (C1049)

**SEVERAL** 1949 and 1950 Javelins which we have just taken in part exchange for Jowetts of the latest type offered at the very low price of £330 each.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1159. (C1049)

## DICKS

**1952** Jowett Javelin saloon de luxe, fitted heater, most immaculate condition; £495. (C1072)

**DICKS CAR SALES, Ltd.** 365-401, High Rd., R.1. Burn. Maida Vale 6583-4. (C1072)

## JOWETT

**C OF F.** 1953 Jowett Juppier, Mark IA (opening boot), 8,000 miles only, £600. (C1049)

**1952** Jowett Javelin de luxe saloon, finished dark green, beige leather, series III type, factory replacement, £475. (C1049)

**CLARKES OF PIRBRIGHT, Ltd.**, Pirbright, Surrey. Tel. Brookwood 4201-2. (C1049)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, English Car Sales Division offer:—1953 Jowett Javelin; £445.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C1015)

**1952** Javelin de luxe, maroon, radio, heater, loose covers, £550 o.a.o.—Gip. 8158. (1970)

**1952** Jowett Javelin de luxe, radio, many extras, low mileage, one owner; £495. (C1015)

**GORDON CARS (LONDON), Ltd.**, Highfield, Russell Parade, Golders Green Rd., N.W.11. Speed 9781. (C1023)

**1953** (June) series III Javelin de luxe, with radio, a perfect car throughout; £495.—Morley, 54, Stratham Hill, S.W.2. Tel. Tulse Hill 4466. (C1016)

**1953** Javelin de luxe saloon, black with brown leather, heater, one owner, immaculate, taxed, £525.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. (17776)

**1952** Javelin de luxe saloon, series III modifications, since run 7,000 miles, outstanding condition, guaranteed; £475.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104. (C1053)

**165** gns.—Jowett 1938 10hp 4-cylinder saloon, sliding head, leather, excellent condition, taxed, term, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C1079/R)

**JOWETT Juppier**, late 1952, B.R.C. with red hide, Phase III engine just fitted, H.M.V. radio, heater, spotlights, mirrors, etc., brand new tyres; £480; terms arranged privately.—White Bart, 1, Addison Rd., Birmingham, 14. Tel. Highbury 3305. (C1059)

**1952** Jowett Juppier special sized road coupe, one careful owner from new, most fastidiously maintained, fitted H.M.V. radio and heater; £495.—Cox's Motors (Leicester), Ltd., 11-15, C-decruit St., Leicester. Tel. 60519/20025. (C1059)

## Jowett Cars Wanted

**R. ROWLAND SMITH's**, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

**WM WELBECK MOTORS, Ltd.**, 107, Crawford St., London, W.1. Welbeck 1159. Largest Jowett agents in the country, are in very good need of low mileage, age as new 1953 or 1954 full Series III Javelin de luxe. (W4049)

**Jowett Spares and Service** JOWETT CARS, Ltd. (C1079/R)

**SPARES**, reconditioned units and service facilities will continue to be available in your district; consult your local agent, or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowetts, Birstall. (0794/R)

**F. FAIRMAN & SONS, Ltd.**, East Surrey distributors. COMPLETE spares for Javelins and Bradfords always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. (0961/R)

**KINGSTON-ON-THAMES**—Jowett agents and specialists for sales and service. (C1079/R)

**G. W. WILKIN, Ltd.**, 1, Weston Park, and 64, Eden St., Kingston. Kingston 2241. (W4053)

**DISMANTLING** for spares nearly all models 1932/1940.—Wards Motor Stores, Wallasey. Tel. 4151. (0018/R)

**BIRMINGHAM** agents, large stocks of spares.—Frank Mosley (A.S. & E.), Ltd., The Depot, Stevedore St., Birmingham, 18. Ed. 0914. (0549)

**GORDON CARS (LONDON), Ltd.**—Specialist service, all Jowett models; largest spares stock in south.—7-9, Russell Parade, Golders Green, N.W.11. Spe. 9781. (0181/R)

**JOWETT Javelin and Bradford service**, extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Arm, Great Cambridge Rd., N.17. Tel. BUNTING 7553. (0504/R)

**BUNTING MOTOR EXCHANGE** offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bunnardsfield Lane, Harrow. Tel. 6225-6. (0073/R)

**A. V. MOTORS, Ltd.**, Park Rd., Teddington, Middlesex. Tel. Kin. 0170 and 8615. Jowett agents and specialists, comprehensive stock of spares, 1930-1954 models; over 30 years' Jowett experience. (0759/R)

**GODFREYS, Ltd.**—Spares and service for Jowett and Bradford; specialists repairs.—228-234, London Rd., Croydon (Cro. 3641-2); Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate, Kentish Town, N.W.5 (Gul. 7761). (0463/R)

## KAISER

**SIMPSON'S** offer:—1953-54 Kaiser Manhattan, 8,000 miles, Hydramatic drive, r. & h., special show model. (C1045)

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), 345, High Rd., Wembley 8691/3905. (C1045)

## LAGONDA

**1950** d.h. foursome in red, new hood, splendid condition throughout; £750. (C1025)

**1950** saloon, grey, blue leather, a specimen car, £750.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 3638. (C1025)

**DAVIES MOTORS, Ltd.** (Managing Director, J. E. Davies, 20 years service manager to Lagonda, Ltd.). ENQUIRIES invited for available used cars. (C1090)

**273**, London Rd., Staines. Tel. 4211-5. (C1090)

**1938** Lagonda V12 saloon; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6277-8. (C1045)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## LAGONDA

L. F. WARD, Ltd.

1950 2½-litre saloon, black, engine recond.; £795.

L. F. WARD, Ltd., Orange Rd. Garage, Orange Rd.

L. Thornton Heath. Tel. 3347. [C4043]

BROOKLANDS: wholesalers and retail.

NEW Lagonda Tickford 3-litre saloon and d.h. coupe.

1954 series Lagonda 3-litre Tickford saloon, 3,000

miles. Lagonda 3-litre Tickford d.h. coupe, servo

brakes. [C1005]

BUY or sell with confidence; guarantee.

103. New Bond St., London, W.1. Mayfair 8551.

1951 2½-litre saloon, full history, exceptional bar-

nario; £850.—Anthony Crook, Esq., Surrey.

CYRIL WILLIAMS MOTORS, Ltd., OF WOLVER-

HAMPTON, Aston Martin and Lagonda distribu-

tors. [C1005]

1954 (November) 3-litre Lagonda saloon, in fawn

and olive green, with beige leather, servo

assisted brakes, 3,000 miles, one owner, immaculate

condition. £2,650. [C1005]

1954 (July) 3-litre Lagonda saloon, in Tudor grey,

with grey leather, fitted sliding roof, 3,000

miles, 1952 modifications including central gear change

and servo assisted brakes, chuffeur maintained, as

new; £2,750. [C1005]

1954 (February) 3-litre Lagonda saloon, in Cir-

cassian blue and grey, with blue leather,

15,000 miles, central gear change, one owner, passed

by factory. £2,150. [C1005]

Able for immediate delivery, demonstrations

arranged by appointment.

CYRIL WILLIAMS MOTORS, Ltd., Cleveland St.,

Wolverhampton. Tel. 24171-2. [C1005]

1937 Lagonda 4½-litre saloon, reconditioned by

makers at a cost of £750; radio and other

extras in very good condition, including tyres, £225.

Morley, 54, Stratham Hill, S.W.2. Tel. Tulse Hill

4488. [C3016]

1939 Lagonda V12 drop head coupe, specimen,

£445. 1939 Lagonda V12 saloon, ex Earl

Howe, £545; 1937 Lagonda 1.345 saloon, choice of 3

from £175; 1935 Lagonda 10hp Rapier, fixed head

coupe, £125.—Performance Cars, Ltd., Great West Rd.,

Brentford, Middx. Ealing 9641. [C3041]

## Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash

prices for Lagondas.—Hamstead (Tube), N.W.5.

Ham. 6041. [W4018/R]

## Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E.

Davies, 20 years' service manager to Lagonda,

Ltd.) Specialists in all aspects of service.—273, London

Rd., Staines. Tel. 4211-5. [C1050/R]

## LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

1953 Lanchester 1½ saloon, fawn, green leather;

£295.—Stratstone, Ltd., 40, Berkeley St., Lon-

don, W.1. (Mayfair 4404). [C4022]

1947 Lanchester 10 saloon, blue/black leather, fog

lamp, post-war pre-selector car, £355.

J. DAVY, 180-4, Kensington High St., W.8.

Western 9641. [C1069]

1954 Lanchester 14 saloon, one careful owner.

Campbell Stroud, Perivale 3456. [C1057]

CASS'S MOTOR MART.—1953 (Aug.) Lanchester 14

saloon, fawn, heater, unblemished, one owner;

£725; written guarantee.—5, Warren St., W.1. [C1040]

£65.—1936 Lanchester 9½ Wingham cabriolet, engine

and body in good condition, 2 D'Almeida St., W.1.

Tel. 5868. [C1022]

G &amp; M ALFRED'S (1936), Ltd.—1953 Lanchester

14 de luxe saloon, small mileage, superb

throughout, written guarantee; £765.—6-7, Warren St.,

W.1. Euston 3268. [C1005]

1938 Lanchester 11, excellent condition through-

out; £235. Hire purchase terms, exchanges

—5, Summerland Gardens, Muswell Hill, N.10. Tudor

6073, Fitzroy 0293. [C2095]

## Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash

prices for Lanchester.—Hamstead (Tube), N.W.5.

Ham. 6041. [W4018/R]

## Lanchester Spares and Service

DEMANTLING for spares nearly all models

1932/1940.—Wards Motor Stores, Wallasey. Tel.

4151. [C1002/R]

A ROOT ENGINEERING, Ltd.—Complete overhauls

and engineering services, Lanchester cars, pre-selector

gear box; exchanges and 48-hour repairs.—169,

Fulham Rd., Chelsea, S.W.3. Kensington 7301 and

7321. [C1037/R]

## LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia; only the best

examples available.

1938 Aprilia, fawn, leather, several extras, be-

lieved the best and only one-owner Aprilia

available; £475, exchanges, deferred terms. [C4035]

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove,

W.11. Bayswater 4274. [C4035]

1937 Lancia Aprilia black drop head fourmole,

radio, heater, £265.—Mell Hill 1456. [C2077]

S &amp; S MOTORS.—Lancia Aprilia 1936, carefully

maintained, reconditioned metallic blue; £280.

—13, Leinster Terrace, W.2. Pad. 6174. [C4090]

1951 model Aurelia pillarless saloon, colour grey;

£875.—Joe Thompson (Motors), Ltd., 12-14, Upper

Fulham Rd., South Kensington, S.W.3. Kensington

4488. [C4028]

1939 Lancia Aprilia saloon, finished in 2 colours,

maroon and grey, with grey leather interior;

this is a very fine example and must be one of the

most attractive Aprilias available; £350; choice of 2

BUTTER &amp; CO. (Motors), Ltd., 12-14, Upper

Fulham Rd., London, W.C.2 (adj.), Leicester

Square Tube Station. Temple Bar 5588. [C1027]

1938 black and grey pillarless saloon by Farina,

1954 "Autocar" write-up, in lovely con-

dition all round; £395, h.p. deposit £132/10, balance

18 months.—Ray 7391. [C1044]

## LANCIA

MOSS (CAMBRIDGE), Ltd. Lancia distributors

usually have one or more small mileage cars for

sale; Gran Turismo and saloons available; for

demonstration.—146, Hills Rd., Cambridge. Tel. 8751/9

APRILIA 1938 (Nov.), a most exceptional car, exten-

sively reconditioned and very carefully maintained,

late modifications, £590, £120 deposit; written guaran-

tee, exchanges.—J. J. Seale, Ltd., 23, Church St.,

Hampton, Molesey 2142-3. [C4069]

GRAN Turismo speed coupe 1952, 2-litre, luxury,

safety, comfort, ample luggage space, one owner,

immaculate condition, recent complete check up Lancia,

£1,725.—Write C. M. Needham, Pennsylvania, Pres-

bury, Cheshire. [C4018]

365 gns.—Lancia Aprilia 1939 2/4-seater sports con-

verted by Farina, blue and silver, blue leather,

P.V.C. hood, all independent suspension, scarce model,

excellent condition; terms, exchanges, list. Open 9-7

week-days and Saturdays.—Rowland Smith, Hamstead

(Hamstead Tube), Hamstead 6041. [C4018]

## Lancia Cars Wanted

LANCIA Aprilia wanted, year immaterial.—T. P.

Green, Ltd., High Rd., Weststone, N.20. Hillside

7741. [C356/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash

prices for Lancia.—Hamstead (Tube), N.W.5.

Ham. 6041. [W4018/R]

## Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole

representative of the famous Italian company;

all servicing and repair work, reconditioning, etc.,

carried out by our own staff of specialized mechan-

ics. Lancia factory-made spare parts available and

supplied at short notice.—For information regarding

general service, write to: Lancia (England) Ltd.,

apply Lancia Works, Alport, Wemsey (Perivale

5650). [C3030/R]

## LEA-FRANCIS

BIRKETT'S (FINCHLEY), offer:—

1947 Lea-Francis special 3-door sports saloon,

preliterate car of its type, finished in two-tone,

a connoisseur's car, £395, written guarantee; terms,

exchanges. [C4018]

BIRKETT'S (FINCHLEY), 397-401, High Rd., East

Finchley, N.2. Finchley 0852-3-4 anytime. [C4018]

CHARLES FOLLETT, Ltd., sole distributors Lea-

Francis London and Home Counties.

SERVICE—Works &amp; Stores—Barnsdale Yard, off

Elgin Ave., W.9. Cuninghame 5036. [C4010]

1951 Lea-Francis, black, brown leather, sun roof,

in new condition; £375.—Glenie, "Dinnar-

brook," St. Teath, Cornwall. Post Isaac 342. [C4018]

1952 14hp Lea-Francis saloon, de luxe, one owner,

£400, £100 deposit, cost £2,300.

L.M.B. MOTORS, 142, Malmesbury Park Rd., Bourne-

mouth, Leic. Boscombe 33267. [C5090]

£455!!! 1950/1 Lea-Francis 14½-litre sports road-

ster, room for children in back, magnificent

vehicle, tremendous performance, immaculate through-

out. [C4018]

£425!!! Lea-Francis specially built with drophead

fourmole coupe bodywork, beautiful vehicle,

although first registered in 1949 you would not believe

this if you see and drive it, magnificent. [C4018]

LAMBS OF WOOD GREEN (Established 1897), 100

Lea-Francis cars; exchanges, hire purchase.—421-423,

High Rd., Finchley (East Finchley Underground).

Finchley 6222. [C4054]

LEA-FRANCIS, late '50, sports saloon, 14hp, black,

red leather, excellent condition, radio, heater,

fog lamps, sliding roof, windscreen washers, guarantee

10 years spare, one owner; £400.—Ford, 112, High-

lands Heath, S.W.15. Putney 5538. [C4018]

365 gns.—Lea-Francis 1948 14hp fourmole sports

coupe, leather, heater, pass light, unworn

spare, excellent condition; terms, exchanges, list.

Open 9-7 week-days and Saturdays.—Rowland Smith,

Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

## Lea-Francis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash

prices for Lea-Francis.—Hamstead (Tube), N.W.5.

Ham. 6041. [W4018/R]

## Lea-Francis Spares and Service

LEA-FRANCIS, Ltd.

SPARES and service for all models from the manuf-

acturers.—Head Office and Works: Much Park St.,

Coventry. Tel. 60204-5-6. [C592/R]

SPARES and service.—J. C. Alexander, Ltd., 29,

Deansgate, Manchester, S.1. Tel. 4795-6. [C592/R]

CHARLES FOLLETT, Ltd.—Lea-Francis distributors

for London and the Home Counties, are always

glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 8865.

OFFICIAL Lea-Francis London Service Station

Works and Stores:—

BARNSDALE Yard, off Elgin Ave., W.9. Tel. Cuning-

hame 5936-7. [C595/R]

## LIMOUSINES

1955 gns.—Humber Pullman late 1937 7-seater limou-

sine, black, heater, face-forward occasional,

winding division, glass roof, excellent condition,

exchanges, list. Open 9-7 week-days and Saturdays.

—Rowland Smith, Hamstead (Hamstead Tube), Ham-

stead 6041. [C4018]

## LINCOLN

ON all matters of sales, spare parts, repairs and ser-

vice, consult us, the sole concessionaires in the

U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford,

Tel. Ealing 4506-9. [C1047/R]

## Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Lincoln

buyers. Wembley 8691/9303. [W4015/R]

## MERCEDES-BENZ

H. C. PAUL, Ltd.

1954 Mercedes-Benz 300 de luxe saloon, servo

brakes, radio, mileage 14,000, one owner, new

condition.—32, Brunel Place, Berkeley Sq., W.1. May-

fair 0821-2. [C3040]

1954 170, Diesel, 20,000 miles, as new; £995.—

Mansfield, Ltd., 48, Fitzroy St., London W.1.

Euston 2587. [C3001]

## MERCEDES-BENZ

TAYLOR &amp; CHAWLEY, offer:—

1955 Mercedes-Benz type 300SL, 13,000 miles

maintained by us and offered in immaculate

condition. [C4018]

1955 (later Mercedes-Benz type 190SL demonstra-

tion car, most carefully maintained by us,

low mileage, considerable saving.

1955 (late) Mercedes-Benz type 220A de luxe

saloon, radio, screen washers, 3,000 miles,

6,000 miles, immaculate condition. [C4018]

1954 (late) Mercedes-Benz type 180D (diesel)

1600cc, radio, beautifully kept; £1,325.

42. South Audley St. (entrance Adams Row), May-

fair, W.1. Gro. 6881. [C4031]

METCALFE &amp; MUNDY, Ltd., offer:—

MERCEDES-BENZ model 300 SL, silver grey, 18,000

miles; £3,750.

METCALFE &amp; MUNDY, Ltd., 280 Old Brompton

Rd. S.W.8. Frenstant 5471. [C3064]

GUY SALMON AUTOMOBILES offer:—

1955 (June) Mercedes-Benz 300 SL sports saloon

this fantastic car has only covered a total

mileage of 9,300, fitted with Michelin X tyres and

radio, serviced and maintained solely by the maker

one owner and as new in every respect, this car would

cost new today with its extras approximately £4,800

offered at £3,900.—Portsmouth Rd., Thames Ditton

Emberbrook 5551-2-3. [C4031]

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**M.G.**  
**1954** (July) Magnette saloon, radio, heater, 12,000 miles, one owner, Ripco condition; £825.  
**1955** M.G. TP 1500, 2-seater, one owner, genuine spare, 8,000 miles, Ripco condition; £695.  
**RIPCO**, Ltd. (Magnette Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2852-3-4. (C1052)  
**BEARDS OF KINGSTON**, M.G. specialists, same spares, repairs—102, London Rd., Kingston, Tel. Kin. 5545. (C1052)  
**1953** TD sports, 17,000 miles, one owner, looks like new, many extras, h.p. arranged private—£1,000. 0489 after 7 p.m. (R194)  
**1938** M.G. 3-litre saloon, guaranteed; £120.—Fro. Vaughan, 17, Atwood Mews, S.W.7. (C4076)  
**1946-7** TC, guaranteed superior throughout, new engine; £320.—Pock, South Muskharn, Newark. (R196)  
**1954** Magnette, heater, radio, spare unused; £795.—Fertins, 36, Nottingham Place, W.1. (R192)  
**1948** (April) M.G. 1½ saloon, grey, one owner; £355.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. (R193)  
**1951** M.G. 1½ saloon, black/beige leather, 27,000 miles only, one owner, excellent condition. £450; or black/green leather, 2400.—Woodcock Motor Co., Ltd., London 152. (R194)  
**£495** or £155 deposit—1955 M.G. TD sports, cream, red interior, extra, outstanding low mileage car—The Motor House, Stoullon, Mr. Worcester, Tel. Worcester 205. (R195)  
**3800** miles, unmarked and almost indistinguishable from new, July 1955 M.G. Magnette sports saloon, extra, maroon leather, heater, foglamps, screenwashers, wing mirrors, nylon loose covers, etc.; 14,000—Rowland Smith, below— (C1041)  
**695**—M.G. Midget 1955 TP 1500 2-seater, radio, foglamp, skin cover, for lamp, badge bar, all over tonneau, one owner, small mileage, taxed, insured, exchanges—Rowland Smith, below— (C1041)  
**525**—M.G. Midget late 1953 TD 2-seater, silver streak grey, red leather, one owner, unmarked, terms, exchanges—Rowland Smith, below— (C1041)  
**375**—M.G. Midget 1949 TC 2-seater, red, red leather, luggage carrier, excellent condition, taxed, terms, exchanges, Sat. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1041)  
**PERFORMANCE CARS**, Ltd.—1955 M.G. 1½ VA 1½-litre, Magnette saloon, maroon, radio, heater, one owner, 6915; 1954 M.G. TP 1500 2-seater, specially tuned, 4595; 1953 M.G. TD 1500 2-seater, one owner, 6315; 1952 M.G. TD 1500 2-seater, 6460; 1950-1 M.G. TD 1500 2-seater, choice of 2 from £410; 1949 M.G. TC 1500 2-seater, green, £395; 1948 M.G. TC 1500 2-seater, 2 from £265; 1946-7 M.G. TC 1500 2-seater, 3 from £310; 1940 M.G. TB 1500 Tickford coupe, £285; 1939 M.G. TA 10hp 2-seater, black, £275; 1937-38 M.G. TA 10hp 2-seater, 2 from £225; 1939 M.G. SA 2-litre drop head coupe, £245; 1938 M.G. SA 2-litre saloon, from £95; 1939 M.G. VA 1½-litre tourer, specimen, £295; 1936 M.G. PB 8hp 2-seater, cream, specimen, £225; 1934 M.G. PA 8hp 4-seater tourer, green, £165; 1934 M.G. J2 8hp 2-seater, red, £135; 1936 M.G. Q 750cc s/c, single-seater, green, £220. (C1041)  
**PERFORMANCE CARS**, Ltd., stockists of the finest selection of M.G.s in the country, all spares available—Great West Rd., Brentford, Middx. Kating 6841. (C1041)  
**M.O. Cars Wanted**

**R**  
**ROWLAND SMITH'S**, the Car Buyers—Highest cash prices for M.G.s—Hampstead (Tube), N.W.5. Ham 6041. (W4018/R)  
**SLOOMERS**, Ltd.  
**WE** urgently require Morgans of all models since 1937.—Dudden Hill Lane, Willenden, N.W.10 Willenden 4899. Nearest Underground, Dollis Hill St. (W4017)  
**CLUBMAN AUTOS**, Ltd., urgently require all models Morgan, for cash—134-142, High St., Tooting, S.W.17. Tel. 8494. (W1095)  
**MORGAN** 4/4 official spare parts stockists, service and repairs—Basil Rye, Ltd., 161, Gt. Portland St., W.1. Lancham 7743. (C1014/R)  
**MORRIS MINOR**

**W**  
**HAROLD PERRY**, Ltd., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621. (C3042)  
**1953** (December) Morris Minor 4-door de luxe, black, red leather, heater, excellent condition. £525.  
**HAROLD PERRY**, Ltd., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621. (C3042)  
**CAR MART**, Ltd.  
**1953** Morris Minor 4-door saloon, heater, black with red upholstery; £475.  
**CAR MART**, Ltd., 297, Sutton Rd., London, N.W.1. Sutton 1212. (C1039)  
**NORMAN AUTOS**  
**1954** Morris Minor Traveller's car, low mileage, immaculate; £355.—Norman Autos, 344-354, London Rd., Croydon. Thornton Heath 4657. (C3069)  
**RUSSELL MOTORS** offer—  
**1955** Morris Minor 3-door de luxe, with screen and mirrors, wing mirrors, etc. £545.  
**RUSSELL MOTORS** (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3060)  
**B. J. HUNTER**, Ltd. offer—  
**1955** Morris Minor saloon, low mileage, superb condition, taxed, terms, exchanges—Broadway, B.N.W.2. Gladstone 6303. (C2040)  
**H. A. SAUNDERS**, Ltd., offer—  
**1953** Morris Minor saloon (ohv engine), grey, red upholstery, heater; £485.  
**H. A. SAUNDERS**, Ltd., 536-542, High Rd., North Finchley, N.13. Hillside 5972 (8 lines). (C1027)  
**PHILIP RICHARDS**, Ltd., offer—  
**1954** Morris Minor 2-door de luxe saloon, black, 17,000 miles.  
**PART** exchanges, deferred terms—4, Brick St. Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C3051)  
**WARWICK WRIGHT**, Ltd., offer—  
**1955** Morris Minor convertible, green with green upholstery, 15,000 miles; £525.  
**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)  
**CHIFFEAD MOTORS**, Ltd., offer—  
**£510**—1954 de luxe 4-door, black, recorded mileage 9,000, unmarked.  
**CHIFFEAD MOTORS**, Ltd., 197, Fulham Rd., Kensington, London, S.W.1. Fiammas 008/7233-7. (C1046)  
**CAR SALES** (Pri. 0623) offer—  
**1953** Morris Minor 3-door saloon, black, taxed rear; £435.  
**THREE months** guarantee: terms: list on application.—Grove Cottage, Finchley Rd., N.W.3. (C1051)  
**H. A. SAUNDERS**, Ltd., OF WORCESTER.  
**1955** Morris Minor Traveller's car, black with red upholstery, 8,000 miles, one owner, extra, undercoat, heater and rear covers; £525.  
**AUSTIN BLAKE**, Castle St., Worcester. Tel. 2568. (C10005)  
**1950** Morris Minor saloon, black, l.h.d., good condition; £325.—Tel. For 4963, no dealers. (R198)

**MORRIS MINOR**  
**1954** Morris Minor saloon, black, as new; £475.  
**PARSONS & PARSONS (GARAGES)**, Ltd., Potter St., Harlow, Potter St. 121. (C3038)  
**L.V.NE FRANK & WAGSTAFF**, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer—  
**1954** (October) Morris Minor 2-door saloon, black, 15,000 miles, one owner; £485. (C255/1)  
**1955** (Sept.) Morris Minor 2-door saloon, grey, heater, mileage 2,500; £600.—Laburnum 4197. (C1052)  
**1955** (April) Morris Minor 2-door, black/red, 7,000 miles; perfect condition; £350.—Box 8223.  
**1955** Morris Minor 3-door saloon, black, 17000 miles, one owner; £560.—Odon Motors, Ltd., Bar. 1144. (C3048)  
**1955** Minor 2-door, 3,000 miles; £545.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2628. (C2085)  
**1955** Minor Traveller, genuine 7,200 miles, heater, undercoat, as new, offers—Roberts, 157, St. Cath Rd., Clacton/sea, Tel. Clacton 1067. (R1946)  
**1953** (February) Morris Minor 2-door saloon, a.v. engine, mileage 19,000, black, red leather, one owner, good condition throughout; £455.  
**PAGE BROS.**, Morris House, Beaulieu-on-Sea, Sussex, Beaulieu 2255.  
**1955** Morris Minor 3-dr., pastel green, 5,000 miles; £525.—Smith & Hunter, 876, Kensington High St., W.14. Tel. Western 2312. (C4019)  
**1955** Morris Minor Estate car, heater, etc.; exchanges, etc.—Autowork, Ltd., Southgate Street, Winchester, Tel. 4963.  
**1955** Morris Minor convertible de luxe, low mileage, as new, guaranteed; £515.—Kings Motors, 1, High St., Bromley, Tel. 353. (C2075)  
**1951** Morris Minor saloon black/beige Vyndie, cream wheels, heater, interior light, wing mirrors, overriders, a beautifully kept example; £435.  
**MORRIS** Minor Traveller, choice of three 1955 models from £345 upwards.  
**J. DAVY**, Ltd., 180-4, Kensington High St., W.8. Western 9641. (C1049)  
**1954** (May) Morris 2-door saloons, choice of 3, £485 each, colour black, mileage 10-12,000; B.M.C. guarantee.—Lancaster Eng. Co., Ltd., 39-45, Eden St., Kington, Kins. 3151-6. (C4046/R)  
**1956** Minor 2-door de luxe, grey, red leather, heater, owner going abroad must sell; £565.—Chl 3805, 14, Beverley Court, Wellesley Rd., Chiswick, W.9. (November) Morris Minor saloon, one owner, immaculate throughout; £525: hire purchase and part exchanges welcomed.—Herbert & Mills, Church St., Ashford, Middx. Tel. 2960. (C2035)  
**1954** Morris Minor Traveller's car, black, red leather, 15,000 miles, superb unmarked condition; £375.—Broadway Motors, 67, High St., and Hawthorth Rd., Hounslow, Middx. Hov. 0175. (R1972)  
**TWIN** carburetor conversions h/c head and high ratio rear axle give amazing performance, for data and road test; demonstrations, h.p. terms; part exchange.  
**ALEXANDER ENGINEERING** Co., Ltd., Haddenham, Bucks. Tel. 345. (C1094)  
**1953** Morris Minor 2-door saloon, 17,000 miles only, many extras; £485.—L. F. Dove, Ltd., 111-115, Addison Rd., East Croydon. Tel. Croydon 3066-7-8-9. (C1076)  
**1954** (July) Morris Minor 2-door de luxe saloon, grey, low mileage, immaculate, B.M.C. guarantee; £490.—C. W. J. Coles, Ltd., Blunt Rd., South Croydon. Croy. 0075. (C1096)  
**525**—Morris Minor 1955 series II de luxe saloon, smoke blue, red leather, heater, overriders, wing mirrors, loose covers, one careful owner, terms, exchanges—Rowland Smith, below— (C1041)  
**465**—Morris Minor 1953 series II saloon, one owner, spare unused, exceptional, taxed; terms, exchanges—Rowland Smith, below— (C1041)  
**445**—Morris Minor late 1952 de luxe 4-door saloon, leather, heater, overriders, passport, one owner, exceptional; terms, exchanges—Rowland Smith, below— (C1041)  
**395**—Morris Minor 1952 convertible, excellent condition, taxed; terms, exchanges—Rowland Smith, below— (C1041)  
**375**—Morris Minor late 1950 saloon, excellent condition, taxed; choice of 12 Minors; terms, exchanges, list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)  
**1950** Morris Minor 2-door saloon in immaculate condition, all round; £385: h.p. terms—Underwood-Rusling (Sports Cars), Ltd., Queensberry Rd., Kettering. Tel. 3551. (C4075)  
**1954** Morris Minor de luxe Traveller's car, green, moderate mileage, one owner, excellent condition; £500.—Seal & Scatter, Ltd., 41, Aldershot Hill, Palmers Green, N.15. Fox Lane 1066. (C4002)  
**11000** miles, 1954 de luxe 2-door Minor, green, £535.—Eustace Watkins, Ltd., 12, Berkeley St., W.1. Mayfair 9551. 390 London Rd., Croydon. Thornton Heath 4483; or 12, Chelsea Manor St., S.W.3. Fiammas 6121. (C3046)  
**PRIDE & CLARK**, Ltd., 1955 Morris Minor de luxe 4-door saloon, £529; 1954 4-door, £505 convertible, 2,000 miles, heater, £539; 1955, £599; 1952, £549.—Stockwell Rd., S.W.3. Brixton 6831. (C3068)  
**£495**—1955 Minor convertible, 14,000 miles, one owner; 1955 Morris Minor convertible de luxe, 9,000 miles; £525; terms and exchanges.—D. P. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.4. Hampstead 9693. (C4066)  
**1954** Minor de luxe saloon, made green, one owner, spare unused, undercoated, 13,000 miles, absolutely as new, taxed, £510 or exchange for convertible; 3 months' written guarantee; terms, exchanges—C.N.K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712. (C1052)  
**1952** Morris Minor 4-door saloon, black with red leather upholstery, one owner, low mileage, heater, rear mudguard spats, windscreen wipers, etc. good terms, taxed, £3 n.p.p., exceptional throughout; £435; trade enquiries welcomed; terms and changes.—Reys Automobiles, Ltd., 127, Parkway, N.W.1. (nearest Tube, Camden Town Station). Sutton 2700 and 8884. (C3069)

**W. JACOB & SON**  
**WE** specialise in spares and repairs for all models of M.G. cars.  
**W. JACOB & SON** Mill Green Garage, Chiswell Rd., South Woodford, E.18. Wanstead 7783-4. (C4048)

**TOULMIN MOTORS**  
**OFFICIAL** stockists  
**SPECIALISE** in M.O. and M.O. cars only, repairs and complete overhauls, all models, recommended engines in stock for all models 1929 to 1955; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, timing belts, timing gears, valves and gasket sets with full range of M.O. spares always in stock; we specialise in racing spares; write or tel.  
**TOULMIN MOTORS**, 345, Staines Rd., Hounslow, Tel. Middlesex 2236 and 2429. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. (R1944/R)  
**W. JACOB & SON**  
**WE** specialise in spares and repairs for all models of M.G. cars.  
**W. JACOB & SON** Mill Green Garage, Chiswell Rd., South Woodford, E.18. Wanstead 7783-4. (C4048)

**M.O. Spares and Service**  
**DISMANTLING** for spares 1937/8 2-litre.—Wards Motor Stores, Wallasey. Tel. 4151. (C151/R)  
**UNIVERSITY MOTORS**, Ltd.—Largest stocks of M.G. spares outside the factory—7, Hertford St., London, W.1. Gro. 4141. (C1054/R)  
**V. W. DERRINGTON**, Ltd., for M.O. spares and replacement parts, new and used; valves, springs, guides, gaskets, road springs, brake linings and cables; Stage I II, and Laystall-Lucas cylinder heads, new crankshafts, TA models, £3; petrol tanks, fold-flat windcreens, silencers and exhaust systems, stamp new list—159-161, London Rd., Kingston 5021-2. (R1071)  
**M.O. spares**, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker washers, shafts, etc.; replacement camshafts, rockers, dynamo, levers, wheels, buses, vertical drive assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. (C4033/R)  
**MORGAN**  
**1949** Morgan 4/4 4-seater sports, British racing green; £355.  
**PARADE MOTORS (MITCHAM)**, Ltd., 95-97, Monarch Parade, Mitcham, Tel. Mitcham 3392. (C3030)  
**1938** Morgan 4/4 2-seater sports, one owner only, 11 m new, green, really superb condition; £235.  
**PARADE MOTORS (MITCHAM)**, Ltd., 95-97, Monarch Parade, Mitcham, Tel. Mitcham 3392. (C3036)  
**£395** o.n.p.—Morgan 4/4 head coupe, 10hp C/Gimax, 4-cyl., black, red, plastic hood, ex. condition, 2-str. 1950—Box 5068. (R1903)  
**£875** Plus 4 2-seater drop head, special finish, 800 miles, reg. October, 1955.—Johnson & Morgan, 268-270, High St., Bromley, Ravens. (C2075)  
**Morgan Cars Wanted**  
**ROWLAND SMITH'S**, the Car Buyers—Highest cash prices for Morgans—Hampstead (Tube), N.W.5. Ham 6041. (W4018/R)  
**SLOOMERS**, Ltd.  
**WE** urgently require Morgans of all models since 1937.—Dudden Hill Lane, Willenden, N.W.10 Willenden 4899. Nearest Underground, Dollis Hill St. (W4017)  
**CLUBMAN AUTOS**, Ltd., urgently require all models Morgan, for cash—134-142, High St., Tooting, S.W.17. Tel. 8494. (W1095)  
**MORGAN** 4/4 official spare parts stockists, service and repairs—Basil Rye, Ltd., 161, Gt. Portland St., W.1. Lancham 7743. (C1014/R)  
**MORRIS MINOR**  
**W**  
**HAROLD PERRY**, Ltd., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621. (C3042)  
**1953** (December) Morris Minor 4-door de luxe, black, red leather, heater, excellent condition. £525.  
**HAROLD PERRY**, Ltd., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621. (C3042)  
**CAR MART**, Ltd.  
**1953** Morris Minor 4-door saloon, heater, black with red upholstery; £475.  
**CAR MART**, Ltd., 297, Sutton Rd., London, N.W.1. Sutton 1212. (C1039)  
**NORMAN AUTOS**  
**1954** Morris Minor Traveller's car, low mileage, immaculate; £355.—Norman Autos, 344-354, London Rd., Croydon. Thornton Heath 4657. (C3069)  
**RUSSELL MOTORS** offer—  
**1955** Morris Minor 3-door de luxe, with screen and mirrors, wing mirrors, etc. £545.  
**RUSSELL MOTORS** (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3060)  
**B. J. HUNTER**, Ltd. offer—  
**1955** Morris Minor saloon, low mileage, superb condition, taxed, terms, exchanges—Broadway, B.N.W.2. Gladstone 6303. (C2040)  
**H. A. SAUNDERS**, Ltd., offer—  
**1953** Morris Minor saloon (ohv engine), grey, red upholstery, heater; £485.  
**H. A. SAUNDERS**, Ltd., 536-542, High Rd., North Finchley, N.13. Hillside 5972 (8 lines). (C1027)  
**PHILIP RICHARDS**, Ltd., offer—  
**1954** Morris Minor 2-door de luxe saloon, black, 17,000 miles.  
**PART** exchanges, deferred terms—4, Brick St. Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C3051)  
**WARWICK WRIGHT**, Ltd., offer—  
**1955** Morris Minor convertible, green with green upholstery, 15,000 miles; £525.  
**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)  
**CHIFFEAD MOTORS**, Ltd., offer—  
**£510**—1954 de luxe 4-door, black, recorded mileage 9,000, unmarked.  
**CHIFFEAD MOTORS**, Ltd., 197, Fulham Rd., Kensington, London, S.W.1. Fiammas 008/7233-7. (C1046)  
**CAR SALES** (Pri. 0623) offer—  
**1953** Morris Minor 3-door saloon, black, taxed rear; £435.  
**THREE months** guarantee: terms: list on application.—Grove Cottage, Finchley Rd., N.W.3. (C1051)  
**H. A. SAUNDERS**, Ltd., OF WORCESTER.  
**1955** Morris Minor Traveller's car, black with red upholstery, 8,000 miles, one owner, extra, undercoat, heater and rear covers; £525.  
**AUSTIN BLAKE**, Castle St., Worcester. Tel. 2568. (C10005)  
**1950** Morris Minor saloon, black, l.h.d., good condition; £325.—Tel. For 4963, no dealers. (R198)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Morris Minor Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**P** PRIVATELY owned Morris Minor.—2/143, Streatham High Rd. Tulse Hill 2768. (W2037)

**A** LMOST new Morris Minor required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2768. (W2037)

**E** ARLY Minor wanted, condition of cellulose and interior immaculate, must be mechanically sound; under £300.—Box 6298. (C1061)

## MORRIS EIGHT

**1936** Morris 8 saloon; £70.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (C4078)

**295** ens.—Morris 8 1947 de luxe saloon, sliding head, leather, rebores, carefully used; terms, exchanges.—Rowland Smith, below.— (W2037)

**195** ens.—Morris 8 1939 series 2 4-door saloon, good tyres, excellent condition.—Rowland Smith, below.— (W2037)

**145** ens.—Morris 8 1939 series E tourer, new hood; choice of 9 Morris 8's; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**1948** (July) Morris 8 4-door saloon, green, excellent condition; £285.—F. L. Crampton, Ltd., Tel. 5000. Putters Bar. (C1062)

**1948** Morris 8 special pubka estate utility, in cream and brown, fold-flat rear seat, spacious body, reconditioned engine, grand performance, immaculate appearance; £250; trade enquiries welcomed; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station), Euston 2700 and 8894. (C5059)

## Morris Eight Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## MORRIS TEN

**1948** Morris 10 saloon, choice from £295.—Montrose Motors (N. H. Boston), 91-95, Ealing New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C5059)

**95** ens.—Morris 10 1938 de luxe saloon, sliding head, leather; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

## Morris Ten Cars Wanted

**P** PRIVATELY owned Morris 10.—2/143, Streatham High Rd. Tulse Hill 2768. (W2037)

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## MORRIS COWLEY

**1954** (Sept.) Morris Cowley, 10,200 miles, one owner, spare unused; £395. (C2023)

**G** ORDON CARS (LONDON), Ltd., Highfield, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. (C2023)

## MORRIS OXFORD

**D** ICKES. (Sept.) Morris Oxford, 10,200 miles, one owner, spare unused; £395. (C2023)

**1952** Morris Oxford saloon, fitted radio, heater, seats convertible to sleeping. Underserved, most exceptional condition throughout; £499. (C1072)

**D** ICKES CAR SALERS, Ltd., 395-401, High Rd., Kibbourn, Maida Vale 6088-9. (C1072)

**A** I at Browns. (C1072)

**1954** Morris Oxford series II saloon, black with red interior, heater, etc.; £695. (C1072)

**1954** Morris Oxford Traveller's car, grey, one owner; £650. (C1072)

**W** J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2264. (C1025)

**B** ENTALLS, Ltd. (C1025)

**1954** Morris Oxford de luxe, blue with red upholstery, fitted heater; £670.—Kingston-on-Thames. Kingston 1001. (C1093)

**G** LANFIELD LAWRENCE offer:— (C1093)

**1953** Oxford Traveller's car, in birch grey with red interior, superb example; £645-407, High Rd., N.12. Finchley 0091. (C2053)

**P** HILIP RICKARDS, Ltd., offer:— (C2053)

**1953** (Oct.) Morris Oxford saloon, black, heater, 7,000 miles only. (C2053)

**P** ART exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 7772-3. (C3051)

**P** AGE BROS., Bexhill-on-Sea, offer:— (C3051)

**1954** (June) Morris Oxford saloon, Series II, grey with red interior, heater; £655. (C3051)

**1953** (February) Morris Oxford saloon, heater, grey with red interior; £565. (C3051)

**1952** (June) Morris Oxford saloon, black with red interior, one owner, excellent condition throughout; £495. (C3051)

**P** AGE BROS., Morris House, Bexhill-on-Sea, Sussex, Bexhill 2255. (C3051)

**M** AKIN & HARRISON OF CHISWICK. (C3051)

**£515**—1953 Morris Oxford, tartan seat covers, low mileage; immaculate condition.—492-6 High Rd., W.4 Chiswick 0558. (C3071)

**H** I-POWER twin carburettor conversions give amazingly improved performance. (C3071)

**H** IGH ratio rear axle now available, send for data and road tests. (C3071)

**1952** Morris Oxford saloon, grey, one owner, immaculate; £475. (C1094)

**A** LEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. 345. (C1094)

**£495**—1953 Morris Oxford saloon, black, one owner, excellent condition. (C1094)

**G** ORDON CARS (LONDON), Ltd., Highfield, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. (C3055)

**1952** Morris Oxford saloon, low mileage, extremely good condition, and very nice appearance, fitted with heater, guaranteed; £475.—Coles Garages, Ltd., 42, Wylie Rd., S.W.19. Wimbledon 0195; and 14-14, Castle Parade, Bexhill 2395. (C1054)

## MORRIS OXFORD

**1954** Morris Oxford, 14,000 miles, one owner, fitted heater, almost as new; £525. (C1036)

**J** OHN CAMPBELL MOTORS, 415, Holloway Rd., N.7 North 4441. (C1036)

**F** EB., 1955, Oxford, black/red, 7,000 only; £665 or exchange cheaper car.—Tel. Southampton 69553. (C1036)

**£395** (11)—1948 Morris Oxford de luxe saloon, only 2 owners, beautiful condition, outstanding value. (C2052)

**L** AMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222. (C2052)

**1953** Oxford saloon, black, red leather, heater, one careful owner, guaranteed; £525.—Campbell's, 4, Wembley 6222. (C1035)

**A** Z MOTORS offer 1954, 15,000 miles, one owner, immaculate; £575/11.—Palmerston Rd., N.W.6. Tel. Mai 4723. (C1011)

**1956** Morris Oxford Estate car, delivery mileage only; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4905. (C1010)

**1952** (December) Morris Oxford, grey, red upholstery, genuine bargain; £455.—Bex & Sons, Ltd., 841 St., Lambeth, S.E.11. Reliance 1573. (B414)

**1956** Morris Oxford, grey, red leather, heater, extras, worst mileage, list £265; best offer over £750.—Luton 5166. (C501)

**1954** (July) Morris Oxford saloon, grey; £625.—Montrose Motors (N. H. Boston), 91-95, Ealing New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C5059)

**1953** Morris Oxford saloon, grey, with red interior, one owner, excellent condition; £475.—Dixons' Garage, 134, West Cl., Putney, S.W.15. Putney 0396. (C1071)

**1952** Oxford, heater, one owner, excellent example, genuine bargain; £445; terms, exchanges.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Sloane 5424. (C3045)

**1954** Morris Oxford Traveller's car, spare wheel unused, a veritable show piece; £585.—Conroy Motors (Hove), Ltd., 107, Kings Rd., Chelsea, Fiamman 7658 and Hove 50107. (C1105)

**1953** Morris Oxford saloon, one owner, heater, unmarked, guaranteed; £495.—G. W. Wilkin, Ltd., 150, Gate, Hampton Court, Middlesex, M61 5109. (C4053)

**1954** Model Morris Oxford, green, one owner, low mileage, fitted heater, screen washers, macrol, loose covers, fog and reversing lights, badge bar, etc.; £490. (C2066)

**IMPERIAL MOTOR MART**, Royal Crescent, Cheltenham, Tel. 2065, 6. (C2066)

**545** ens.—Morris Oxford 1954 saloon, Clarendon grey, heater, one owner, moderate mileage, taxed; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

## Morris Oxford Cars Wanted

**G** ARDNER & CO. (HENDON), will buy your Morris Oxford.—Sunnys Hill 3559 and 0090. (W2074)

**A** LMOST new Morris Oxford required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2768. (W3016)

**R** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## MORRIS 1515

**M** ORRIS 1515 Traveller, works mileage; £925.—Sidney Marcus, Ltd., 31, Sloane St., S.W.1. Belgraveia 3721. (C3006)

## MORRIS SIX

**1953** Morris Six, grey, heater, radio (H.M.V.), small mileage, beautiful condition; £485.—E. Green Ave., N.W.7. Mill 4628. (B990)

## MORRIS MISCELLANEOUS

**1954** 2-door Minor, one owner, perfect, radio £465, 1954 Series II Oxford, one owner, very sound, £575.—Magdalen Service Garage, Magdalen Rd., Oxford 4707. (B639)

## Morris Miscellaneous Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**K** INGSTON-ON-THAMES.—Morris agents and specialists for sales and service. (W4018/R)

**G** W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston, Kingston 2241. (B4053)

**M** ARSTON MOTOR CO. for your Morris Tel. 814 6000 Seven Sisters Rd., Tottenham, N.15. (C0998/R)

## Morris Spares and Service

**M** ORRIS the official stockists, for spares, service and repairs. (C0917/R)

**T** EL Lancaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 3151-5. (C0917/R)

**M** ORRIS genuine spares and special service in the West End. (C0917/R)

**S** MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1252. (C0452/R)

**D** ISMANTLING for spares nearly all models 1932/1940.—Wards Motor Stores, Walsley, Tel. 0151. (C0033/R)

**R** HARDY & SON 55, Marylebone High St., W.1. Experienced for many a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. (C0655/R)

## NASH

**S** IMPSONS offer:— (C0655/R)

**1953** Nash Rambler, L.H.d., Hydraulic drive, s. & h., all extras. (C0655/R)

**1953** Nash Rambler, r.h.d., s. & h., all extras. (C0655/R)

**S** IMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. (C4015)

**N** ash Cars Wanted. (C4015)

**S** IMPSONS MOTORS (WEMBLEY), Ltd. the Nash buyers. Wembley 8691/3903. (W4015/R)

**S** IMPSONS MOTORS (WEMBLEY), Ltd. the Oldsmobile buyers.—Wembley 8691/3903. (W4015/R)

## Open spares and Service

**L** ANCASHIRE, Cheshire and North Wales distributors for sales, service and spares. (C0513/R)

**A** FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. (C0513/R)

**P** RIDE & CLARKE, Ltd., Opel stockists; quotations c.o.d.—Stocwell Rd., S.W.9. Brixton 6231. (B2066/R)

## PACKARD

**S** IMPSONS offer:— (C4015)

**1938** Packard 6-cyl., very clean, radio. (C4015)

**S** IMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. (C4015)

## Packard Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**L** EONARD WILLIAMS & Co., Ltd. (C1011)

**P** ACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. (C1011/R)

**S** IMPSONS MOTORS (WEMBLEY), Ltd. the Packard buyers. Wembley 8691/3903. (C4015)

**J** OE THOMPSON (MOTORS), Ltd. require Packard.—91-95, Fulham Rd. S.W.3. Kensington 4658. (W4015/R)

## Packard Spares and Service

**J** OE THOMPSON (MOTORS), Ltd.—Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4658. (C4002)

**L** EONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. (C1049/R)

## PEUGEOT

**1955** Peugeot 203 model saloon, had little use, low mileage; £250.—L.M.B. Motors, 142, Malmesbury Park Rd., Bournemouth. Tel. Boscombe 33267. (C3036)

## PLYMOUTH

**1954** r.h.d. Plymouth Savoy, r. & h., all extras. (C4015)

**1953** Plymouth shooting brake, r. & h., signals, 6-passenger, powder blue. (C4015)

**1948** Plymouth 2-door, all extras. (C4015)

**S** IMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. (C4015)

**1955** (July) Plymouth Belvedere 8, r.h.d., 4,000 mls., heater, radio, hydramatic; £2,150.—(Riley) Preston 77715 evenings. (C4015)

**S** IMPSONS MOTORS (WEMBLEY), Ltd. the Plymouth buyers. Wembley 8691/3903. (W4015/R)

## PONTIAC

**1952** Pontiac 2-door, r. & h., all extras. (C4015)

**S** IMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. (C4015)

**C** ASS'S MOTOR MART.—1950 (Nov.) Pontiac 6 Chief, 2-door saloon, r. & h., unblemished; £725.—Warren St., W.1. Euston 4110. (C1040)

**S** IMPSONS MOTORS (WEMBLEY), Ltd. the Pontiac buyers. Wembley 8691/3903. (W4015/R)

## Pontiac Spares and Service

**F** OR Pontiac spares and Pontiac service. (C4015)

**U** S CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Fiamman 7732-4. (C1040)

**S** OLE distributors Great Britain for Pontiac cars and Pontiac parts. (C1017/R)

## PORSCHE

**A** F.N., Ltd. (C1011)

**S** OLE concessionaires for Great Britain, official service and spares.—Falcon Works, London Rd., Isleworth, Middx. Hounslow 0011. (C3015)

**C** OLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. 2361. Specialists in Porsche repairs and service. (C0659/R)

**1955**—1500 standard coupe, 4,970 miles only, metallic green; £1,585.—Rogers Garage, Paimton 59487. (B993)

## RACING CARS

**C** OOPER'S GARAGE (SURREY), Ltd. of Surbiton (Tel. Elmbridge 3347) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc sports cars. (C0817/R)

## RAILTON

**1938** Railton, rebuilt 1948, coachcraft razor-edged saloon, black with blue leather, many extras, immaculate, must be seen to be appreciated; £365.—Young, Maida Vale 1568. (B997)

**G** OOD Railton required immediately.—G. Edwards, Ascentury Lane, Harpenden, Herts, Harpenden 118. (W2000)

## RENAULT

**R** ENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 1656. (C4012/R)

**L** F. WARD, Ltd. (C4015)

**1954** (Nov.) Frogate, black, heater and radio, low mileage; £800. (C4015)

**L** THORNTON Heath, Tel. 3367. (C4043)

**P** ERFORMANCE CARS, Ltd., Renault Distributors and service agents; demonstrations willingly given.—Great West Rd., Brentford, Middx. Ealing 8641. (C3046)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## RENAULT

B. J. HUNTER, Ltd., offer:—

**1955** Renault 750 saloon, fitted radio, heater, etc.; £525.  
**B. J. HUNTER, Ltd.**, 25, Cricklewood Broadway, N.W.3. Tel. Gladstone 6305. [C2040]

**1955** Renault 750 saloon, blue/blue Vynide, one owner, 4,500 miles, roof rack, reverse lamp, dual Windonnes, master switch, spare unused; £525.  
**J. DAVY, Ltd.**, 180-4, Kensington High St. W.8. Western 9641. [C1069]

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton, Elmbridge 1875. Established 1909 offer.

**1955** Fregate 2-litre demonstrator, black, 5,000 miles; £895, a new unregistered grey saloon; £875.  
**1955** 750 de luxe sun saloon, grey; £550; another, black, loose covers; £525. [C4070]

**1950** Renault 750 saloon, green, immaculate, taxed; £295.—Peter Gussel, Ltd., Gaywood, Kings Lynn, Tel. 4129. [19101]

**S & S MOTORS**; Renault 1955 750cc, carefully maintained, cellulosed metallic blue; £395.—18, Leicester Ter., W.2. Pad. 6174. [C4090]

**1939-40** Renault 6-cylinder coupe, first registered '46, in very nice condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

**295ma**—Renault 700 1950 saloon, black, red leather; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampton (Hamstead Tube), Hampton 6041. [C4018]

## Renault Cars Wanted

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton, Elmbridge 1875. purchase all models. [W4070/R]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Renault.—Hamstead (Tube) N.W.3. Ham. 6041. [W4018/R]

**RENAULT SPARES AND SERVICE**, 12thp.—Wards Motor Stores, Walsley, Tel. 4151. [10020/R]

**GLANFIELD LAWRENCE**, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and services.—Tel. 20551. [10011/R]

## RILEY

**CAR MART, Ltd.**

**1954** Riley 2½-litre Pathfinder saloon, heater, green with beige upholstery; £550.  
**CAR MART, Ltd.**, 18, Uxbridge Rd., Baling, W.5. Balin 6600. [C1039]

**BOON & PORTER, Ltd.**

**1955** Pathfinder saloon, black, green bucket seats, 5,500 miles, excellent; £1,145.  
**CASTELNAU, S.W.13** (Hammersmith Bridge). Riv. 4444. [C1062]

**H. BEART & Co., Ltd.**, offer:—

**1954** Riley 1½-litre saloons, choice of 2 excellent examples of these fine models at £865 and £895.—109, London Rd. and High St., Kingston-on-Thames. Kingston 3348. [C1081]

**J. JAMES (LONDON), Ltd.**, offer:—

**1955** Pathfinder, maroon, beige upholstery, bucket seats, £1,125.  
**1955** Pathfinder, black, grey, upholstery, bucket seats, radio, 11,000 miles; £1,125.  
**1954** 1½-litre, grey, heater, low mileage, excellent condition; £815.  
**1954** 1½-litre, green, low mileage; £815.  
**1952** 2½-litre, grey, radio, heater, 27,000 miles; £685.  
**RILEY CARS**, 55-56, Pall Mall, S.W.1. Trafalgar 7311. [19166]

**ARTHUR MULLINER, Ltd.**, offer:—

**1954** Riley Pathfinder saloon, green with tan leather upholstery, fitted radio and heater, well maintained and in first-class condition, may be quite for your present car in part exchange.—Bridges, Northampton. Tel. 907. [19168]

**HATTON CROSS GARAGE**, offer:—

**1949** Riley 1½-litre saloon, maroon, with maroon leather, really very good condition; £475.  
**1938** Riley 1½-litre saloon, black, green leather, this Riley is virtually in perfect condition having had £295 spent on it, bills available. £294.—Great South-West Rd., Feltham. Feltham 2176. [C2060]

**MAYFAIR COUNTRY CARS** offer:—

**1953** R.M.P. 2½-litre, exceptionally well maintained, low mileage, one owner; £795.  
**7, George Yard, Grosvenor Sq., W.1.** Mayfair 0151. [C3038/1]

**GORDON & GLYNN** (the Riley Centre).

**THE** specialists who buy and sell pre-war Rileys only offer:—1937 1½-litre Adelphi saloon, one owner. £255.  
**£225**—1½-litre Lenz 4-seater sports.  
**£175**—1936 1½-litre Merita saloon, resprayed Riley grey.  
**£145**—Quasqu coast 2½-seater sports, engine overhauled.  
**£85**—Riley 9 shooting brash.  
**MANY** others in stock.  
**H.P.** terms, ¼ deposit and balance over 18 months on all our cars.  
**R**epair service for Rileys only.  
**GORDON & GLYNN**, 78, Cadogan Lane, Sloane Sq., S.W.1 (3 miles Sloane Sq. Tube). Tel. Sloane 6828. [C2075]

## RILEY

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—

**1952** (late) Riley 2½-litre sports saloon, British racing green with green hide upholstery, one owner, moderate mileage, condition excellent, R.M.F. series, first reg. late 1950; £650.  
**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Surrey. Guildford 6297-8-9. [C1057]

**MAYFAIR COUNTRY CARS** offer a selection of:

**1953** (June) R.M. 2½-litre saloon; £775.  
**1952** 2½-litre saloon, Motorola radio; £695.  
**1950** 2½-litre saloon, H.M.V. radio; £575.  
**1949** 1½-litre saloon, H.M.V. radio; £485.  
**1947** (December) 2½-litre saloon; £425.  
**1949** 2½-litre saloon; £475.  
**EVERY** car 3 months' written guarantee, any make of car taken in part exchange, hire purchase facilities, free delivery England and Wales.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. [C3008]

**1954** Pathfinder saloon, 11,000 miles, radio, 1955 model, including ¼ windows; bills available. Ripco condition; £475.  
**1950** 2½-litre, (Pathfinders Purchased), 16, Albemarle R. St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

**1955** (May) Pathfinder, dual colour, concours d'elegance winner, £300 extras, absolute specimen, 9,000 miles; £1,165.—Sloane 7198. [19125]

**1952** Riley 2½-litre saloon, black/red, one owner, radio and heater, first-class condition; £625.—Dobson, Ltd., Riley Agents, Sloane Sq. [C1074]

**1948** (November) Riley 2½-litre, black, brown upholstery, very nice condition throughout. £445.  
**A CRES AUTOS, Ltd.**, 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002]

**1948** 49 2½ saloon, red leather, H.M.V., heater, one owner since 1949, new tyres, superb condition; £475.—Speedsters, Ltd., Hoxley 628. [C4040]

**1954** (June) Pathfinder, 12,000 miles, immaculate, £895.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 6254. [C4061]

**CLARKE & SIMPSON, Ltd.**, Riley sales and service, offer one of the largest selections of guaranteed used Rileys in the country.  
**1955** (January) Pathfinder, black, beige leather, one owner; £1,095.  
**1954** 1½-litre saloon, black/grey, red leather, one owner; £895.  
**1952** (April) 1½-litre saloon, silver streak, red leather, heater; £895.  
**1949** (January) 2½-litre saloon, bronze, red leather, heater, extensively reconditioned; £495.  
**49, Sloane Sq., London, S.W.1.** Tel. Sloane 6727. [C1048]

**1955** 1½-litre Riley saloon; £895.—Le Grice Elera, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2095]

**£575**—1951-3 Riley 2½-litre de luxe saloon, only 2 owners, in beautiful and spottless condition, just as a Riley should be.  
**LAMBS OF WOOD GREEN** (Est. 1897); 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. (East Finchley Underground.) Finchley 6222. [C5052]

**245ma**—Riley 16 1938 Adelphi saloon, sliding head, leather, overdrive, excellent condition; terms, exchanges.—Sloane 6186.  
**125ma**—Riley 9, September, 1937, touring saloon, sliding head, leather, manual gear change, terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampton (Hamstead Tube), Hampton 6041. [C4016]

**1953** (December) Riley 1½, black/silver, red upholstery, 16,200 miles, radio, excellent condition; £795.—Salmons Garages, Ltd., Temple Bar 5338. [C4049]

**1950** (June) Riley 1½ saloon, heater good condition, R.A.C. exam, invited, any trial; £450, exchange, h.p.—11, Fennyngate, Fennyngate, Fennyngate, Fennyngate. [C2062]

**RILEY 2½ saloon 1951** (reg. Oct. 1950), radio, seat covers, tyres, new, black (unmarked); £515; terms, exchange.—Farrar & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [9110]

**ALLOW** the official Riley dealer; for the larger part of Warwickshire to know of your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7, 10446-R

**1952** 2½-litre saloon, one owner, heater, superb condition; £645; terms, exchanges.—Richards & Carr, Ltd., 23, Kinnerton St., S.W.1. Sloane 5424. [C3045]

**1935** Riley 9hp Imp sports 2-seater, £275; 1936 Riley 1½-litre Adelphi saloon, £225; 1954 Riley 9hp Kesral saloon, £145; 1950 Riley 2½-litre sports roadster, black, £485.—Performance Cars, Ltd., Great West Rd., Brentford, Middlesex. Belling 6641. [C3941]

**£395**—1949 Riley 1½ sports saloon, extremely well maintained example, full history and servicing data available; no overhaul or replacements required; will appeal to discerning Riley enthusiast; choice of another 1949 with dual coachwork at £590; A.A. or R.A.C. inspection invited; 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6550. [C1053]

## RILEY

**1954** Riley 1½-litre saloon, one owner, finished in black, maroon upholstery, fitted heater, 21,000 miles; terms, exchanges; written guarantee; £855.—H. F. Edwards, 29/34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. [C3001]

## Riley Cars Wanted

**ROWLAND SMITH'S** the Car Buyers.—Highest cash prices for Rileys.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**ALMOST** new Riley required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

**WANTED**, nearly new Riley 1½, 2½-litre, distance no object.—Green & Zonia, 448-452, Deansgate, Manchester, 3. Tel. 3325-6. [W2028]

**CASH** immediately for good Riley.—H. F. Edwards, 154, Great Titchmarsh St., London, W.1. Tel. Langham 0012. [W2003]

**CLARKE & SIMPSON, Ltd.**, wish to purchase 1955 Riley Pathfinder and 1954-5 1½-litre.—49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. [W1048]

**URGENTLY** required 1947-55 Riley 1½ and 2½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [18795]

## Riley Spares and Service

**BEARTS** of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5548. [10079/R]

**HARTLEY'S** for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [10246/R]

**DISMANTLING** for spares nearly all models 1932/1940.—Wards Motor Stores, Walsley, Tel. 4151. [10084/R]

**ARCO ENGINEERING, Ltd.**—Prestlector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501 and 7321. [10238/R]

**J. JAMES (LONDON), Ltd.**, carry the largest stock of Riley spares in the country; special equipment for mechanics and coach repairs.—Carkers Lane, Highgate Rd. London, N.W.5. Gul. 5446. [10082/R]

**RILEY** distributors for 35 years.—Comprehensive list of spares, quotations and advice invited, send your engine for complete overhaul by specialists.—Moore's Agencies, Ltd. High St., Leamington Spa. Tel. 67. [10069/R]

## ROLLS-ROYCE

**RIPPON**

**RIPPON**

**RIPPON BROS. Ltd.**

**THE** Northern Bentley and Rolls-Royce specialists, always have a good selection of used Bentleys and Rolls-Royce cars in stock.  
**WRITE**, call or telephone  
**RIPPON BROS., Ltd.**, Shuddersfield 7070 (10 lines); also at  
**L. EDDY, Bradford, Sheffield** [10065/R]

**BENTALLS, Ltd.**

**1939** Rolls-Royce Wraith, Park Ward, owner-driven, black with beige upholstery, 12,000 miles, radio, 2nd, heater; £1,425.—Kingston-on-Thames, Kingston 1001. [C1096]

**H. R. OWEN, Ltd.**

**FROM** our large and comprehensive stock we have chosen the following cars as examples:—  
**1954** Silver Dawn saloon with automatic gear box, finished in silver grey with maroon hide upholstery, fitted with twin twin trim and loose covers, condition as new, registered April, 6,286 miles.  
**1948** touring limousine with coachwork by Freestone & Webb, finished in black and white with beige and maroon hide upholstery, two owners, registered April, very good condition.  
**WE** are interested in the purchase of Rolls-Royce cars and we invite communications from owners who have such vehicles for disposal.  
**H. R. OWEN, Ltd.**, 17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3036]

**P.B. Ltd.**, offer:—

**1935** 20/25 H. J. Mulliner owner-driver saloon, with boot, black, brown leather, a very pretty car.  
**1935** 20/25 Connaught four-door drop head coupe.  
**1933** 20/25 H. J. Mulliner sports saloon with division, excellent condition and history.  
**1928** Phantom I Barker open tourer.  
**PADDON BROS.**, 60, Chelva Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3033]

**BOON & PORTER, Ltd.**

**1936** 25/30hp owner-driver saloon with big boot, maintained R.R. expert, H.M.V., a magnificent car; £795.  
**1935** (Nov., 1934) 20/25 Hooper sports saloon, black, modern appearance, two owners, mileage 65,000, R.R. history, superb; £575.  
**CASTELNAU, S.W.13** (Hammersmith Bridge). Riv. 4444. [C1062]

**CHIPPENDALE MOTORS, Ltd.**, offer:—

**£575**—1935 most beautiful H. J. Mulliner sports saloon, radio, heater, demister, discs, bumpers, pass lamps, etc., black, beige, exceptional condition.  
**£465**—Mulliner 25hp 1935 sports saloon with boot, ride control, bumpers, heater, etc., bargain.  
**30hp** 1936 fixed head coupe, very attractive; £475.  
**CHIPPENDALE MOTORS, Ltd.**, 197, Fulham Rd., Epsom, London S.W.5. Parnham 0053/253 7154. [C1046]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROLLS-ROYCE

**JACK BARCLAY, Ltd.**  
EXCLUSIVELY for Rolls-Royce and Bentley  
LARGEST official retailers in the world; please write for stock list.  
JACK BARCLAY, Ltd., Berkeley Sq., May 7444 (open until 7 p.m.) (C1082/R)  
JACQUIER, Ltd., offer:—

**1938** P.III Windover saloon with drop division, many extras, very spacious car; £850.  
**1937** 25/30 Gurney Nutting semi-racer-edge, with drop division, excellent condition; £735.  
**1936** 20/25 Gurney Nutting owner-driver saloon, with drop division, excellent history; £695.  
**1935** 20/25 Windover owner-driver saloon; £545.  
**1933** limousine, face forward; £265.  
**1933** Thrupp & Maberly owner-driver saloon, recent engine overhaul; £495.  
**1928** 20hp saloon, believed only done genuine 150,000, really exceptional for its age; £150.  
SEVERAL others in stock—Jacquier, Ltd., 225-7, Hammersmith Rd., W.8. Riverside 6677-8. (C2043)

**MANN ROBERTSON & Co., Ltd.**  
**1953** Rolls-Royce sports saloon by Prestone & Webb, black with blue leather upholstery, 14,000 miles.  
**MANN ROBERTSON & Co., Ltd.**, 18, Berkeley St., W.1. Hyde Park 2073. (C2006)  
**CAMDEN MOTORS, Ltd.**

**SPECIALISTS in limousines, offer the following Rolls-Royce models:—**

**1938** Rolls-Royce 7-passenger limousine, 25/30hp model with Windover 4-door bodywork, finished black and widest possible occasional facing forward disappearing division, discs, heater maintained and serviced by accredited Rolls-Royce agents, excellent condition throughout; £710.  
**1937** Rolls-Royce 7-passenger limousine, Mulliner 25/30 series with leather upholstery front and rear, 5-seater forward occasional, discs, etc.; this car has been very carefully used and is in specimen condition; £795.  
**1937** Rolls-Royce 7-passenger limousine, Thrupp and Maberly coachwork with swept tail and attractive modern lines, leather throughout, widest occasional, taxed privately and in quite immaculate condition; £765.  
**1937** Rolls-Royce limousine, Park Ward 4-door model, recoloured black all chrome-work, interior leather upholstery and trimmings are quite spotless, a very beautiful specimen of the 25/30 series; £695.  
**1935** Rolls-Royce limousine, 7-passenger model with Park Ward bodywork, leather and cloth upholstery, wide occasional, division, extensively reconditioned recently; £395.  
**CAMDEN MOTORS**, the limousine specialists, Leighton Buzzard 2041; write for special hire car catalogue and illustrated brochure. Showrooms open till 8 p.m. Monday-Saturday. (C1035)

**CREST OF BOURNEMOUTH offer:—**  
**1936** Rolls-Royce 20/25 H. J. Mulliner close coupled saloon with division; £775.  
**1936** Rolls-Royce 20/25 owner-driver saloon by Mann Robertson; £675.  
**REST OF BOURNEMOUTH**, 14, Westcliff Rd., Bournemouth 7160. (C1099)

**KNIGHTSBRIDGE MOTORS, Ltd., offer:—**  
**1936** delivery Rolls-Royce 25/30, fitted with unique razor-edge coachwork de ville, coachwork by Windover, basket finish below waist line, outside carriage lamps, beautiful chassis.  
**1937** delivery Rolls-Royce P.III, fitted superbly contoured sports saloon by Gurney Nutting.  
J. Roberts Mews, Lowndes Pl., Belgrave Sq., London, S.W.1. Sloane 4086. (C2056)

**SWANMORE GARAGE, Ltd., Bournemouth.**  
If you seek a really fine Bentley (Rolls-Royce) car, either pre-war or post-war, and if you are tired of inspecting mediocre ones, then contact us without delay: all our cars 1934 to 1953 (a choice of 12) are in quite exceptional condition; this is no exaggeration; written guarantees, exchanges, terms; cash adjustment on either side.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Bournemouth E., Bournemouth. Southbourne 43544 & 43545. (C2024)

**JACK OLDING & Co. (MOTORS), Ltd., offer:—**  
**1951** Rolls-Royce Silver Wraith by H. J. Mulliner, blue and grey.  
**1951** Rolls-Royce Silver Wraith by Prestone & Webb, enclosed drive limousine, black, one owner.  
**AUDLEY House**, North Audley St., W.1. Mayfair 5242. (C3030)

**MASCOOT MOTORS, Ltd.**, the firm with service after sales, offer the following:—  
**1938** 50hp Barker semi-racer-edge sports saloon; £540.  
**1936** (late) 30hp semi-racer-edge sports saloon by Thrupp & Maberly; £795.  
**1936** 30hp H. J. Mulliner sports saloon; £725.  
**1935** 20/25hp Park Ward sports saloon, with boot; £550.  
**1935** 20/25hp Barker sports saloon, with boot; £595.  
**1933** Phantom II Continental sports saloon; £375.  
AND many others undergoing reconditioning.

**237**—243, Kennel Rd., Ladbroke Grove, W.10, Ladbroke 1231-2. (C3007)  
**LIPOUSINE**, 1934 25hp Hooper, face-forward seats, black, good condition; £435.  
**LIPOUSINE**, 1936, 30hp swept tail, black leather throughout, face-forward occasional; £665.  
**OWNER-driver**, Nottingham, 1937 30hp Hooper, boot, 62,000 speedometer; £395.  
**29** A. Grosvenor Crescent Mews Hyde Park Corner, S.W.1. Belgrave 5187. (C1103)

## ROLLS-ROYCE

**THE TEMPLE MOTOR Co., Ltd.** (ring Croydon 1033), offer:  
**ROLLS-ROYCE** Phantom III owner-driver close-coupled sports saloon with commodious rear boot, this very pretty Phantom III probably the best in existence to-day, mileage 70,000, one owner and general condition beyond reproach; £695.  
**ROLLS-ROYCE** Replica open sports 21.6hp 5-str. R completely rebuilt in 1947 at cost of £1,390, finished in cream and black, this impressive and outstanding car represents marvellous value at £450.  
**1935** Rolls-Royce Phantom II owner-driver sports saloon with rear boot, bucket seats at front, no division, ride control, well tired, very clean inside and out, synchromesh gear box, heater, radio, spot lamp kneeling mascot, taxed, opportunity to acquire good attractive Rolls with most modern lines at most reasonable figure; £375.  
**PLEASE note** we always have 60-100 quality cars in stock; we can offer the easiest of easy terms; no guarantees or references, we will allow you a generous allowance on your present car or motor cycle; come and see us and have a chat, you will be very welcome; we shall be pleased to see you at any time between 9 a.m. and 7.30 p.m. during the week and we are open for viewing on Sunday morning between 9.30 and 1.30 p.m.—124, George St., Croydon, 20 yds. from Station. (C1939)

**CHARLES FOLLETT, Ltd.**, officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—  
**1952** Silver Wraith Phantom II, 4-door owner-driver sal., built to a special specification, battle-silver grey, red hide, 29,000 miles, supplied and maintained by us, radiator, heater and many extras, very beautiful car; £4,500. h.p. facilities, taxed part exchange.  
**SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.**

**SERVICE: Works and Stores—Barnsley Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)**  
**EXCELLENT** 1929 twenty saloon; £120.—Adams, Great Olding, Huntingdon. Winwick 216. (7804)  
**£350**—1939 Replica; attractive d/h coupe in yellow and black, engine recently resealed.  
**READING AUTOMOBILES**, 13/15, Gaversham Rd., Reading, Tel. 3021.

**HEARSEs**, Hearse, Hearse, we can supply bearer or deck hearses on the Princess chassis. Brochure available.  
**A LPE & SAUNDERS (COACHBUILDERS), Ltd.**, Station Approach, Kew Gardens, Richmond 11. (C1102)  
**1931** Rolls-Royce 20/25 7-seater; £225.—Montrose Motors, 18, Berkeley St., W.1. Mayfair 6266.  
**1931** Rolls-Royce 20/25 7-seater; £225.—Epping, New Rd., Buckhurst Hill, Essex, Tel. 1171-3. (C3098)

**CARR'S MOTOR MART—1955** Rolls-Royce 20/25 limousine, outswep back, black, complete history, one owner.—5, Warren St., W.1. Bus. 4110. (C1040)  
**A & S** Guaranteed Wraith Limousines, 1939 privately owned Hooper, swept tail, built-in forward facing seats, history available.  
**1937** 25/30hp swept tail Thrupp & Maberly Limousine, full width occasional, 72,000. £550.  
**A LPE & SAUNDERS (Limousines Purchased), Providence Court, North Audley Street, Mayfair 2941. (C1006)**

**1937** P.III, beautifully contoured Gurney-Nutting sports saloon, 62,000, R.R. 35, maintained, excellent condition; must sell immediately; £750 or h.p.—Tel. 5294. (9063)  
**1934** (Sept.) owner-driver 20/25 saloon, roomy boot, spotless, and other models at bargain prices.—Claude Burgrave & Co., St. Peters Rd., W.6. Riverside 7644. (7901)

**£375**—Rolls 20/25 saloon, 1930, recent complete R.R. overhaul, engine and chassis, Weyman body and leather interior first class.—Woodcote Motor Company, Ltd., Epsom 1244. (9251)  
**1934** (September) Rolls-Royce 20/25 saloon, 2-tone grey, recent repair bills for £300; £465.—Pax Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. (C3037)

**ROLLS-ROYCE** 25hp saloon one owner, 1936; also 1934 Rolls-Royce limousine, 25hp, both cars exceptionally attractive; exchanges, etc.—Autowork, Southgate St., Winchester Tel. 495. (C1010)  
**ROLLS-ROYCE** P.II de luxe shooting brake, £500 spent at makers, new tyres (bills available); sacrifice £395.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (C2022)

**G & M ALFREDs (1936), Ltd.**—1935 Rolls-Royce 25hp 7-seater, swept back, blue/white leather, limousine by Thrupp & Maberly, 47 Warren St., Euston 3268. (C1005)  
**£495**—1935 Rolls-Royce 25 de luxe saloon, bodywork by Mulliner, magnificent specimen piece; late owner, well kept, gentleman maintained this perfectly for past 16 years.  
**LAMBS OF WOOD GREEN**, established 1897, 100 guaranteed cars, exchanges, hire purchase.—421, 423 High Rd., Finchley (East Finchley Underground), Finchley 6222. (C2092)

**1951** Rolls-Royce Silver Wraith 6-light limousine by Park Ward, electric division, forward occasional, left-hand steering, column gear change, owned by Ambassador, lavishly equipped, mileage only 18,800; £3,375.  
**GEORGE NEWMAN & Co.**, 369 Euston Rd., London, N.W.1. Bus. 4466. (C3025)

**1938** Rolls-Royce Phantom III Arthur Mulliner owner-driver saloon with partition, duo-grey, genuine 22,000 miles since new, full Rolls history, one owner, probably only one of its kind obtainable; £995.—Odeon Motors, Ltd., car 1144. (C3028)  
**1934** Rolls-Royce Phantom II Gurney Nutting drop head coupe, specimen, black; £425; 1928 Rolls-Royce 20/25 2-seater, drop head coupe with black; £225; 1923 Rolls-Royce 20 saloon by Williams; £125.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8941. (C5041)

**THE SOUTHERN MOTOR Co.**, specialise in all owner-driver Rolls-Royce models and have a range of Replica (modern coachwork) at prices from £400/£600.  
Works, Old Hunt Green, Lowfield Heath (adjacent to Gatwick Airport), Office, Ollian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 457. (9554)

## Rolls-Royce Cars Wanted

**CAR MART, Ltd.**, official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition.  
**CAR MART, Ltd.**, Gloucester House, 150, Park Lane W.1 (Corner of Piccadilly) Gro 3434. (0970/R)

**LATE model** Rolls-Royce required, must be pretty body.—T. Coventry 68349. (W4088)  
**HOWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**CASH** immediately for good Rolls-Royce.—H. P. Edwards, 29-34, Upper High St., Epsom, Surrey. Tel. Epsom 5611. (W2001)  
**GEORGE NEWMAN & Co.** purchase for cash post-war Rolls-Royce cars.—369, Euston Rd., N.W.1. Bus. 4466 (12 lines). (W5023)

**WE** are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69 Westway St. Crystal Palace, S.E.19. Livingstone 1551. (0345/R)  
**JACK OLDING & Co. (MOTORS), Ltd.**, purchase good used Rolls-Royce limousine cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 9 a.m. to 5.30 p.m. (W5030)

**THE SOUTHERN MOTOR Co.** is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 457. (0350/R)  
**MASCOOT MOTORS, Ltd.**, are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driver coachwork.—257, Kenal Rd. W.10. Ladbroke 1231-2. (W3007)

## Rolls-Royce Spares and Service

**A** SERVICE unequalled.  
**SPECIALISTS** repairs Rolls-Royce cars.  
**SERVICING** or overhauls.  
**COACHWORK** renovations and accident repairs.

**SPARES** all models.—T.1. Pixman 2223 (5 lines).  
**JACK BARCLAY (SERVICE), Ltd.**, Danvers St., Chelsea, S.W.3 (near Battersea Bridge). (S1082/R)  
**CHARLES FOLLETT, Ltd.**, officially appointed retailers and repairers.  
**SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.**

**SPARE parts.**  
**SERVICE:** Barnsley Yard, off Elgin Ave., W.9. Tel. Cunningham 3936-7-8. (0614/R)  
**JACK OLDING & Co. (MOTORS), Ltd.**, official Rolls-Royce Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 3077. (S2030)

**ALL** spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westway St., Crystal Palace, S.E.19. Liv. 5362. (0064/R)

**ROVER 10** 2-door coupe, cream cellulose, exceptional condition, terms; £235.—L.O. Motors, 177, Archway Rd., N.6. Mountview 8467. (9216)

**ROVER 12**  
**RAYMOND WAY**, the hire purchase specialists.  
**RAYMOND WAY OF KILBURN.**  
**RAYMOND WAY**, the hire purchase specialists.

**1947-8** Rover 12 Monte Carlo special tourer; this car is one of a few made by the manufacturers and has most attractive coachwork; of interest to an enthusiast searching for the unusual; 39,500.  
**HIRE** purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C0407)  
**1947** Rover 13 saloon, faultless; £390.—Beardmore 6, Queensway, W.2. Hayswater 0136. (C1015)

**£295**—1949 Rover 12 de luxe saloon, carefully used, looks and runs like 1947 motor car.—  
**£395**—1946 Rover 12 de luxe saloon, only 2 previous owners, carefully used.  
**LAMBS OF WOOD GREEN** (Established 1897)—100 L guaranteed cars, exchanges, hire purchase.—421, 423 High Rd., Finchley (East Finchley Underground), Finchley 6222. (C2092)

**£359**—1946 Rover 13 de luxe saloon, immaculate, any trial.—G.P. (Baltham), Ltd., 2, Baltham Hill, S.W.12 (100 yds. Clapham South Tube). Ref. 1107-8-9. (C2034)  
**1947** (Nov.) Rover 13 sports, 4-seater, maroon, one owner, immaculate, recon. engine just fitted, unused tyres, new bonnet cover, a rare model; £465 or £165 deposit.—Riley Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

**ROVER 14**  
**£345**—1946 Rover 14 saloon, black, beautiful condition throughout.  
**HAYSTOCK GARAGE**, 50, Haverstock Hill, N.W.3. Gaiety 2422. (C2093)  
**1938** Rover 14 saloon, black, sound car; £195.

**VARE MOTORS**, 472, Archway Rd., Highgate, N.6. Mountview 9096 and 5508. (C4074)  
**1937** Rover 14, good mechanical condition, body fair; £195.—9, Summerland Gdns., Muxtel Hill, W.10. Tudor 4078, Flisary 6588. (C2095)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROVER 16

PHILIP RICKARDS, Ltd., offer:—

1939 Rover 16 saloon, black/brown, Rover services, excellent condition.

PART exchange, deferred terms.—4, Brick St. Park Lane London, W.1. Tel. Grosvenor 4772/3. [C3051]

SIMMONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1938 Rover 16, 2,175—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1946 Rover 16 saloon, lhd. green, exceptionally good history, 2,295—L.O. Motors, 177, Archway Rd. N.6. Mountview 5467. [19617]

1947 Rover 16 saloon, lhd. green, exceptionally good history, 2,295—L.O. Motors, 177, Archway Rd. N.6. Mountview 5467. [19617]

1947 Rover 16 de luxe saloon, one owner, small mileage, radio, heater, taxed, seat covers, beautiful coachwork in maroon, mechanically faultless; 2,425—Kaiser 1, Lambou Place, N.W.3. Primrose 2657. [19617]

ROVER (60, 75 and 90)

BENTALLS, Ltd., offer:—

1951 Rover 75, green with grey upholstery, 2,675—Kingston-on-Thames Kingston 1001. [C1093]

CAR MART, Ltd., offer:—

1953 Rover 75 saloon, heater, black with fawn leather upholstery, 2,700—Car Mart, 352, Streatham High Rd., S.W.16. Streatham 0054. [C1059]

NEWNHAM, Ltd., offer:—

1954 Rover 60 saloon, immaculate, 2,895—Newnham House, 235-245, Hammermith Rd., London, W.6. Riverside 5046 (2 lines). [C3024]

RUSSELL MOTORS offer:—

1948 (September) Rover 60 sports saloon, black, 50,000 miles, exceptional condition, 2,495—Russell Motors (Knightsbridge), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3066]

CHARLES POLLETT, Ltd., offer:—

1951 Rover 75 sal., blue, radio, heater, loose covers centre gear-change lever, one owner, exhibition condition, 2,695—Charles Pollett, 18, Berkeley St., W.1. Mayfair 6266. [C2010]

SERVICE, Works and Stores—Barnsdale Yard, Off Egin Ave., W.9. Canningham 5936. [C2010]

H BEART &amp; Co., Ltd., offer:—

1950 Rover 75 P4 saloon, fitted radio and heater, one owner, in superb condition throughout, 2,645—102, London Rd., and High St., Kingston-on-Thames Kingston 3548. [C1061]

WARWICK WRIGHT, Ltd., offer:—

1954 Rover 90 saloon, dual green, green upholstery, 10,000 miles, 2,105—Warwick Wright, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4046]

GORDON WOODERSON for Rover.

1955 model Rover 90, genuine mileage 3,500 2,120. [C4046]

1948 Rover 75 sports saloon, 2,495. [C4059]

1948 Rover 60, in very nice condition, 2,525—45a Druwstead Rd., S.W.16. Streatham 5638. [C4059]

COMPTON &amp; FULLER, Ltd., offer:—

1948 (November) Rover 75, one owner, radio, a really excellent motor, car 2,475—Odeon Parade, Elmstead, Barking, Dec. 3070. [C1110]

SEYMOUR &amp; CLEMENTS, Ltd., offer:—

1955 (March) Rover 90 saloon, black, red leather, heater, foglight, etc., one owner, magnificent offer, bargain, 2,125—39, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007]

DUNHAM &amp; HAINES OF LUTON offer:—

1955 Rover 60 saloon, black/grey, 2,431 miles only; 2,105. [C1079]

1954 Rover 90 saloon, duo-grey, one owner; 2,105. [C1079]

WE have a large selection of used Rover 60, 75 and 90 saloons available. Tel. Luton 2103-1 for further information and delivery dates of new Rovers.—Dunham &amp; Haines, 46, Castle St., Luton, Beds. [C1079]

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Rover 75 saloon, fitted heater, taxed, in immaculate condition, 2,615—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054]

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1954 Rover 90, black, genuine 10,000 miles, whole car immaculate, 2,175—Fid. Rd., Croydon, Tel. Croydon 7464. [C1059]

WHITEHALL MOTORS OF COVENTRY offer:—

1955 (February) Rover 90, finished in black with light brown upholstery, low mileage, fitted with radio and heater, immaculately kept; terms and exchanges.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3955-6. [C4088]

1955 Rover 90 saloon, 4,000 miles only; 2,125. [C1088]

BRITISH &amp; COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1057]

1953 series Rover 75, black/tan; 2,925.—Below

1954 series Rover 75, black with blue upholstery, radio, 2,140.—Below.

1953 Rover 75, black with green upholstery, 2,895—Odeon Motors Ltd., Bar 1164. [C3036]

1955 Rover 75, 4,300 miles; 2,150.—Sheffield 6383 evenings. [19643]

## ROVER (60, 75 and 90)

1953 Rover 75 saloon, Radiomobile radio, etc.; specimen car, 3 months' written guarantee. GREEN &amp; ZONIE, Ltd., 256-258, Deansgate, Manchester, 8. Tel. Deansgate 5325-6. [C2028]

1954 Rover 90 saloon, radio, heater, 10,000 miles, one owner, black/red, as new; 2,107.—Salmons Garages, Ltd., Temple 3558. [C2029]

ROVER 75 saloon, 1948, radio, guaranteed; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4905. [C1010]

1954 90, 15,000 miles, one owner, immaculate. 2,105.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth Elmbridge 2254. [C2061]

1955 (series) Rover 90 saloon, first reg. December, 1954, grey, red leather; 2,125.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022]

1953 Rover 75, one owner, black with grey leather; seat covers, guaranteed, 2,795.—Campbell Symonds, Farnley 4456. [C1037]

ROVER 75 (May '53), in black with grey leather, 31,000 miles from new, fitted heater and radio, immaculate at 2,745.—Kille's Garage, Oswestry 37. [19203]

1955 (Nov.) Rover 90 saloon, 500 miles only, black with red leather, heater and fog lamp; reasonable price; exchange.—Coventry 68549. [C4086]

1951 Rover P4, first registered February, 1952, black, red leather upholstery, heater, immaculate condition throughout, 2,145.—CRES AUTOS, Ltd., 156-158, Strandham Hill, London, S.W.2. Tel. Elm 9511. [C1002A]

1954 Rover 90 saloon, two tone grey, red hide upholstery, high axle ratio, heater, Lucas spot lamps, etc., superb condition, 2,145.—Benson, (May) Rover 75, P.III model, grey with blue hide, a fine example of this renowned model; 2,300.—Robbins, East Finchley, Tel. 2592-3. [C3671]

BREW BROTHERS, Ltd.—December, 1948 Rover 75 saloon, green with green upholstery, heater; 2,425.—133, Old Brompton Rd., S.W.7. Frenant 5355. [C1085]

1954 Rover 90 saloon, duo grey with grey leather upholstery, exceptional condition throughout; 2,105.—Dodson, Ltd., Backville Garage, Middlesex. [19178]

1953 Rover 75 P4 saloon, finished in light blue with grey leather interior to match, fitted all new tyres, heater, etc., a really most immaculate specimen, 2,105.—Maidstone Engineering Co., Smethurst St., Fendleton, Manchester, 6. Pen. 3457. [C3000]

1952 75 saloon, in dark green with grey leather, fitted H.V. radio and sliding roof, a one-owner car in all-round excellent condition, 2,700.—K.J. Motors, Ltd., Bromley, May 5456. [19181]

1949 Rover 75 sports saloon 1948, exceptional condition, radio, heater, free wheel, every possible extra, must be seen.—Bennett, 1, Clarendon Rd., W.11. Park 5056-9 (50 yds. Holland Park Tube). [C1017]

1954 (June) Rover 90 saloon, duotone grey, grey leather, H.M.V. push-button radio, lux, heater, fog lamp, screenwash, one private owner, 14,000 miles only, beautiful condition; 2,105.—MCKINNON MOTORS, Ltd., Langham House, 3, M. Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3620]

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## LAND-ROVER

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, offer the following selection of late model Land-Rovers, six months guarantee, hire purchase.

1955 Land-Rover, 1,100 miles, unmarked; 2,515.

1954 model Land-Rover, 16,000 miles exceptional condition; 2,465.

1953 Land-Rovers, choice of three from 2,365.

COUNTRY enquiries welcome, representatives for all districts.—High Rd. South Woodford, London, E.18. Wanstead 0056. [C2089]

LAND-ROVER Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover, Hampstead (Tube), N.W.1. Ham 8041. [W4018/R]

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, want to buy Land-Rovers; country enquiries welcome.—High Rd. South Woodford, London, E.18. Wanstead 0056. [W2039]

## ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLYS House 585 Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7945).

BRISTOL (Bristol 2128).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

COUNSLOW (Hounslow 5454).

FINCHLEY (Finchley 061).

GREAT WEST ROAD (Basing 3477).

CAMDEN TOWN SERVICE STATION (Guliver 4141).

HENLYS Ltd., England's Leading Motor Agents, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100. [W2029/R]

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs—102, London Rd., Kingston Kingston 3548. [10080/R]

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover—Hampstead (Tube), N.W.1. Ham 8041. [W4018/R]

ALMOST new Rover required immediately.—54, Streatham Hill, S.W.2. Tel. 2676. [W3016]

KJ MOTORS Ltd. agents reconditioned units, Gilling, Radiomobile agents.—Bromley, Ravensbourne 3456.

BIRMINGHAM—Post-war Rovers wanted; distance no object.—Hutton Motors, Ltd., 71, Broad St., Midland 2437. [10214/R]

CASH immediately for good Rover.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005]

WANTED, nearly new Rover, distance no object; details and price.—Green &amp; Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6.

POST-WAR Rovers wanted.—Wilson's Automobiles &amp; Coachworks, Ltd., 34, Acle Lane, Brixton, S.W.2. Brixton 4011. 3. Dorking Rd., Epsom Surrey. Epsom 1901. [W4085/R]

Rover spares and service

LEATHWOODS GARAGES, Ltd., 203, St. James's Rd., Croydon, Tel. 1222. Main Rover dealers for Croydon.

GULLIVER ENGINE SERVICE.—Rover 12 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.5. Gulliver 4604. [10582/R]

DISMANTLING for spares nearly all models 1932-1940.—Wards Motor Stores, Wallasey, Tel. 4151.



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SIMCA

**1954** Since Aronde, in superlative order and condition, works fitted, radio, heater, loose covers, specially tuned engine giving 80 m.p.h. with 28.50 m.p.g., £625, terms, exchanges.—Corner Garage, 28-30, Blackpool, Tel. 26536. (C2063)

**SIMCA** Aronde, 1955 model (Dec.), smoke grey with red leather, negligible mileage, fitted heater, demisters, centre armrests, chrome Ace Rumbellishers, etc., virtually as new; £600 or near offer; would exchange, with cash adjustment either way, larger car.—Tel. Birmingham South 3016. (C2356)

## SINGER

**CLUBMAN AUTOS, Ltd.**

**1947** Singer 9 Roadster 4-seater sports, black with red leather, all good tyres, excellent condition throughout. £235. (C1095)

**138**

**1954** Singer SM1500 saloon, silver with red Vynide interior, £695. (C1095)

**BOTTOMGATE MOTORS, Ltd.**, Bolton Rd., Darwen 774, Bottomgate, Blackburn 504. (C3082)

**1952** Singer SM1500 saloon, blue with beige Vynide upholstery, heater and extras, £450. (C3082)

**PARKERS (MANSFIELD & BOLTON), Ltd.**, Bradshawgate, Bolton 4050. (C3082)

**1952** Singer SM1500, low mileage, unreplaceable. £455.—Jack Pozner (Automobiles), 395, Hendon W.N.W.4. Hen 8011-2. (C3083)

**1950** Singer 1500 saloon, first-class condition, exchange, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4955. (C1010)

**1951** Singer Roadster 5hp in really superb condition, blue, fitted with new hood and side screens, full tonneau cover. £370. (C1010)

**PARADE MOTORS (MITCHAM), Ltd.**, 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. (C3030)

**CASS'S MOTOR MART—1953 (Sept.)** Singer SM1500 saloon, grey, heater, 12,000 miles, one owner; £550; written guarantee.—S. Warren St., W.I. Kus. 4110. (C1040)

**ROSE & YOUNG, Ltd.**, offer 1955 Singer Hunter saloon, 5,000 miles only, leather upholstery, as new, blue, £795.—65-69, St. Nicholas Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tel. Hill 6464. (C3057)

## Singer Cars Wanted

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Singer.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**SINGER SM 1500** urgently wanted.—Jack Pozner (Automobiles), 395, Hendon Way, N.W.4. Hen 8011-2. (W3068)

**H. A. SAUNDERS** requires SM1500 saloons in part exchange for new Austins—144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

## Singer Spares and Service

**THE Singer** agents for spares, service, repairs.—Automotors, Ltd., Lewisham Garage, Ferry Rd., Barnes, S.W.13. Riverside 825. (0754/R)

**ALLEN'S OF BRISTOL**—Singer distributors for A. Somerset and South Gloucestershire; comprehensive spares stock, quote chassis number.—Berkeley St., Bristol. Tel. 22514. (0299)

**SINGER spares**—The London distributors give the best service from the largest stocks in Southern England.—Gordon Cars (London), Ltd., St. Albans, Lane, Golders Green, N.W.11. Speedwell 4701. (0605/R)

**MANCHESTER, South Lancashire, North Cheshire.**—A specialised body and spare parts specialists. Distributors, Parkers, Ltd., Bradshawgate, Bolton (4090), and 176, Denagate Manchester, (Denagate 4091). (0740/R)

## SPORTS CARS

**B. & G. MOTORS** offer:—

**£205**—M.G. 12 Magnette N-type open 4-seater cream, new hood, new tonneau cover, immaculate. (C1095)

**£195**—M.O. 8hp model open 4-seater, very nice example. (C1095)

**£195**—Talbot 10 sports saloon, immaculate, one owner. (C1095)

**£180**—Singer 9 1959 Roadster open 4-seater sports, spotless red, identical in appearance to post-war models. (C1095)

**£165**—Alvis 12 open sports 4-seater, immaculate green. (C1095)

**£145**—Wolsley Hornet Daytona type 4-seater red. (C1095)

**£145**—Singer 9 Le Mans 2-seater, red, slab tank cream. (C1095)

**£135**—Singer 9 Le Mans type open 4-seater cream. (C1095)

**£125**—Singer 9 Le Mans type open 4-seater green. (C1095)

**£125**—Riley 9 Lynx open 4-seater, black, fast. (C1095)

**£135**—M.O. 8hp 4-jp sports 4-seater, 2 carb. (C1095)

**£130**—M.O. 8hp open 4-seater, green, new hood (C1095)

**£125**—M.O. 13 open L-type 4-seater, cream and blue. (C1095)

**£125**—M.O. 13 open L-type 4-seater, black (C1095)

**£115**—Wolsley Hornet Daytona 2/4-seater, red (C1095)

**£100**—S.S. 13 open sports 4-seater, black (C1095)

**£95**—M.O. 13 open 2-seater, red, good hood (C1095)

**£95**—M.O. 13 open 4-seater, black. (C1095)

**£95**—Wolsley Hornet Daytona 2/4-seater, cream (C1095)

**MANY** many others; any terms, etc.—B. & G. Motors, 194-5, Arlington Rd., Camden N.W.1. Gulliver 3578. (C1010)

**R. J. SEARLE, Ltd.**—See displayed advert, page 33, 16 December. (C3069)

**£99**—1955-6 M.O. 12hp Continental sports coupe, bodywork excellent, excellent mechanically, sacrifice price.—Mason, 75, Stapleton Hall Rd., N.4, Tudor 9895. (C3052)

## SPORTS CARS

**ROWLAND SMITH'S** for sports cars.

**795**—Austin-Healey 1955 super sports 2-seater, overdrive, radio, heater, loose covers, badge bar tonneau cover, one owner, small mileage. (C3083)

**745**—Triumph T52 1955 sports 2-seater, heater telescopic steering, one owner, exceptional. (C3083)

**695**—M.G. Midget 1955 TF 1500 2-seater, radio, loose covers, for lamp badge bar, tonneau cover, one owner, small mileage. (C3083)

**475**—Jowett Jupiter 1952 super sports 2-seater, leather radio, heater, screen washers, small mileage. (C3083)

**375**—M.O. Midget 1949 TC 2-seater, luggage carrier. (C3083)

**365**—Lancia Aprilia 1939 2/4-seater Farina sports convertible, blue and silver, P.V.C. hood, independent suspension. (C3083)

**325**—Healey late 1948 24-litre streamlined sports 2-seater, ivory, red leather, terms, exchange, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**JACK BOND OF VINTAGE AUTOS** offer:—

**£1500**—Daimler roadster 1955 open 2-seater. £200 worth of extras, 3,000 miles. (C4079)

**£1475**—Lancia Astura, 1950 show model, 1½-litre special convertible by Farina. (C4079)

**£625**—1954 series Peugeot 205, 6,000 miles. (C4079)

**£625**—Jaguar Mark V 1951 d.h. coupe, immaculate. (C4079)

**£495**—Daimler 2½ 1947-8 sports saloon low mileage, as new. (C4079)

**£465**—Jaguar Mark V 1950 sports saloon, 25,000 miles. (C4079)

**£385**—Les-Francis 14 1947-8 sports saloon, radio, heater. (C4079)

**£265**—Riley 9 1937-8 sports saloon, as new. (C4079)

**WE** are open till 8.30 p.m. every night and all day Sundays for inspections. (C4079)

**VINTAGE AUTOS, Ltd.**, 105, Queensway, W.2, Tel. Bayswater 5929 and 6330. (C4079)

**PERFORMANCE CARS, Ltd.**, select from their stock of over 250 cars:—

**1934** Alfa-Romeo 1750 s/c Castagna saloon; £155. (C4079)

**ALLARD**—See Page 31. (C4079)

**ALVIS**—See Page 31. (C4079)

**1936** Austin 8hp Nippy 2-seater, £155; 1955 Austin 10hp saloon, specimen, £225; 1945 Austin A40 sports tourer, £445; 1950 Austin Sheerline saloon radio, heater, black, £445; 1950 Austin A90 convertible, £445; 1954 Austin-Healey 100, 2-seater, blue, £745. (C4079)

**BENTLEY**—See Page 36. (C4079)

**1940** B.S.A. 10hp sports VI 4-seater tourer, £145. (C4079)

**1949** Citroen Light 15 de luxe saloon, radio £375; 1937 Daimler 17hp saloon, specimen, £275; 1928 Daimler 6 limousine, one titled owner, all original. £195. (C4079)

**FIAT**—See Page 38. (C4079)

**1949** Ford Pilot saloon, radio, heater, many extras, £295; 1955 Ford Zephyr 6, one owner, low mileage, £695. (C4079)

**HEALEY**—See Page 41. (C4079)

**1938** Hillman Minx drop head coupe, £185; 1949 Humber Super Snipe saloon, £295; 1933 Invicta 1½-litre sports saloon, £45. (C4079)

**JAGUAR**—See Page 44. (C4079)

**LAGONDA**—See Page 45. (C4079)

**1955** Lotus Mark VIII 1050cc Ford unit, aero dynamic body, £775; 1951 Morgan 4/4 sports 2-seater, £825; 1937 Morgan 4/4 sports 2-seater, £175. (C4079)

**M.G.**—See Page 46. (C4079)

**1939** Morris 14hp family saloon, £175; 1954 Ralton 23hp 4-seater tourer, black, £185. (C4079)

**RENAULT**—See Page 47. (C4079)

**RILEY**—See Page 48. (C4079)

**ROLLS-ROYCE**—See Page 49. (C4079)

**1947** Singer 8hp 4-seater tourer, £225; 1951 Sunbeam-Talbot Mark II convertible coupe, £545; 1955 Triumph TRII sports 2-seater, black, one owner, £775. (C4079)

**IMMEDIATE** h.p. and part exchange. Cars and motor cycles taken in part exchange. Showrooms open from 9 a.m. to 7 p.m. week-days and Saturdays; 11-5 p.m. Sundays and illuminated at night. (C4079)

**PERFORMANCE CARS, Ltd.**, Great West Rd., Brentford, Middx. Baling 8841. (C3041)

**CHILDREN CARS** offer: Alfa-Romeo 1750 Zagato 2-seater, £225; Alfa-Romeo supersupercharged 1750 Castagna four-door drop head coupe, £225; Alfa-Romeo 2.5-litre 6-cyl four-door cabriolet, £175; Aston Martin 1½-litre Le Mans 8/4 2/4-seater, £295; Aston Martin 1½-litre saloon, £135; Boyard 1350 Isabella saloon, as new, £965; 1951 Dellow 2-seater, £295; Jaguar 2½-litre S.B.100 2-seater, £255; Riley 14/60 Lynx tourer, £115; 1950 Triumph 14/60 dolomite saloon, £165; terms, exchanges; we will be open on Christmas Eve and Boxing Day—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2560. (C1048)

## Sports Cars Wanted

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**MERCURY MOTORS** wish to purchase good used sports cars of most types—M.G., Riley, Sunbeam-Talbot, Morgan, etc.; please write, phone or call giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley. (W3014)

**MERCURY MOTORS, Universe House**, 825-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. (W3014)

**TUNING, repairs, unsuitable spares made.**—Automotors, Ltd., Ferry Rd., Barnes, S.W.15. Riverside 8291. (0753/R)

## STANDARD 8

**£225**—1948 Standard 8 drop head coupe, ivory, loose covers, excellent runner; bargain. (C2052)

**H. HARVEY BLACK GARAGE**, 30, Haverstock Hill, N.W.3. Gulliver 2432. (C2052)

**£489**—1955 Standard 8 saloon, beautiful spotless condition, only one owner, irreplaceable bargain. (C2052)

**LEEDS OF WOOD GREEN** (Est. 1897), 100 guaranteed cars; exchanges, hire purchase, £21-425, High Rd., Finchley (East Finchley Underground), Finchley 6222. (C2052)

**8 de luxe** in grey, with red upholstery, a one owner, 3,000-mile car supplied by us. £525.—K.J. Motors, Ltd., Bromley, Hav. 3456. (C1918)

**PRIDE & CLARKE, Ltd.**—1955 Standard 8 saloon, 3,000 miles, £439, 1954, £399.—Stockwell Rd., S.W.9. Brixton 6251. (C3086)

**1954** saloon, 7,000 miles, one owner, as new, £410.—C. V. Rushmer Automobiles, 45, Holland Park Mews, W.11. Park 5731. (C3081)

**£159**—1959 Standard 8 saloon, reconditioned engine, good condition; terms.—Automotors, 8, Balham High Rd., Balham 1509. (C1009)

**1955** Standard 8 saloon, in blue with red leather upholstery, in excellent condition throughout, choice of 2 from £445, deposit £148. (C2052)

**M. CLAREN & COX, Ltd.**, 924, High Rd., North Finchley, N.12. Tel. Hillside 0560 & 6386-7-8. (C2052)

**!!! 1955** (Mach) Standard 8, mileage 8,000, heater, twin mirrors, perfect: £425.—Bruce France, 88, Cromwell Mews South Kensington, Fla. 0515. (C2096)

**BOWES ROAD GARAGE**—Standard 8 1955 de luxe, heater, one owner, £515, guaranteed; today's list price £599.—Bowes Rd. (North Circular Rd.), Bowes Park 5254. (C3086)

**R.A.C.** Early winning conversion, see our advert, with or without conversion; demonstration; h.p. terms, part exchanges. (C2096)

**ALEXANDER ENGINEERING Co., Ltd.**, Haddenham Bucks. Tel. 545. (C1094)

**1955** Standard 8 de luxe, black/red hide, one owner, 3,000 miles, wing mirror, spare unused, an opportunity to acquire an as-new car at a vast saving, £515, saving. (C3086)

**NEW** Standard Super 8, black/red hide, at pre-Budget price of £569 0/10 ex works. (C3086)

**NEW** Standard 10 saloon, elth green, at pre-Budget price of £613 7/6 ex works. (C3086)

**J. DAVY, Ltd.**, 180-4, Kensington High St., W.8. Western 9641. (C1009)

**£250**—Standard 8, carefully maintained 1946 saloon, excellent tyres, small mileage.—Ben-motors, 1, Clarendon Rd., Holland Park, W.11. Park 5066-7 (50 yards Holland Park Tube). (C1917)

**£219**—Standard 8 tourer 1948, a beautiful specimen, engine overhauled, 40mpg, h.p. and valances.—Hampstead Cars, 176, Finchley Rd., N.W.3. Hampstead 9261. (C2091)

**395**—Standard 8 1954 saloon, radiator grille, 4 valve, 4 pistons, excellent car available, taxed, choice of 5 terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**1954** Standard 8 de luxe saloon, black, brown interior, heater, other extras, 3,000 miles, one owner, as new; 3 months' guarantee, £485.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (C4034)

**1955** Standard 8 de luxe, Elth green/red interior, fitted heater, Underseals, wing mirrors, 3,000 miles and entirely as new; £500.—Henry Gadsby, Mesham, Burton-on-Trent, Mesham 219. (C3086)

**OUR** famous Twin carburetor conversion which includes fully air flow cylinder head and modified exhaust manifold and silencer; new Standard cars in stock; also we have in stock trip speedometers for Standard 10.—George Boyle (Sports Cars), Ltd., Parkgate Rd., Great Mollington, Nr. Chester. Tel. Great Mollington 353/4. (C1911)

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**£99**—Standard 9 2-door saloon, excellent condition, really outstanding value, very clean inside and out, taxed, ready for Christmas. (C2052)

**AMIES OF WOOD GREEN** (Est. 1897), 100 guaranteed cars; exchanges, hire purchase, £21-425, High Rd., Finchley (East Finchley Underground), Finchley 6222. (C2052)

**STANDARD 10**

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

**1955** Standard 10, grey with blue upholstery, heater, seat covers, spot lights, 100 guaranteed miles, 9,500, one owner, excellent condition. £255. (C3048)

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Hillside 6621. (C3048)

**RUSSELL MOTORS** offer:—

**1955** Standard 10, 10,000 miles, one owner, heater, leather, £365. (C2052)

**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.**, 47, Sloane St., S.W.1, Sloane 9228. (C2052)

**CMF CAR SALES** (Pri. 6625), offer:—

**1955** Standard 10, grey, blue upholstery, 4,000 miles, one owner, taxed, as new; £335. (C1051)

**THREE** month guarantee; terms, list on application. (C1051)

—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## STANDARD 10

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:

1955 Standard 10hp saloon, grey, red Vynide, radio, heater, mileage under 4,000 miles, as new, £550. [C1018]

1955 Standard 10hp saloon, green, brown Vynide, in excellent condition; £475. [C1018]

BERKELEY Square, London, W.1. Grosvenor 4343.

1955 Standard 10 saloon, extras, as new; £595. 5 months guarantee, terms and exchange. [C1018]

JACE WILLIAMS MOTORS, Ltd., 169, Priory Rd., Harnsey, Mountview 5228 and 5774. [C1018]

1955 Standard 10, grey, blue interior of 6,000, fitted radio, heater, seat covers, etc., 6,000 miles, full warranty; £550.—Haskins, Ledbrooke 1155. [C1018]

1955 (Nov.) works mileage Standard 10, good companion grey, red interior, registered but new; £675.—Henry Gadsby, Measham, Burton-on-Trent. Measham 219. [C1018]

1955 September delivered Standard 10 saloon, genuine 700 miles, mint condition, finished grey with red upholstery; £545.—Ratcliffe's (Purley Way), Ltd., Purley Way, Croydon 3678-9. [C1018]

545 ems.—Standard 10 1955 saloon, heater, one owner, 4,000 miles, spare under taxed; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1018]

R.A.C. Rally winning conversion, as used on works entered cars and fully works approved, now available on 8 and 10s; stock of new and used cars with or without conversion usually available; send for data, demonstration test terms and exchange. [C1018]

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 545. [C1018]

OR famous Twin carburettor conversion which includes fully air flowed cylinder head and modified exhaust manifold and silencer, new Standard cars, also we have in stock trip speedometers for Standard 10.—(Gordon Cars), Ltd., Parkgate Rd., Great Mollington, Nr. Chester. Tel. Orea! Mollington 5554. [C1018]

## STANDARD 10 Cars Wanted

LOW mileage 10s wanted urgently, cash waiting. [C1018]

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 545. [C1018]

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.2. Ham. 6041. [C1018]

## STANDARD 12

STANDARD 12hp 1948 black saloon, in excellent condition, carefully maintained and serviced; heater, new tyres, etc.; bargain, £200.—4, Meadoway Bishops Cleeve, Cheltenham, Gloucestershire. [C1018]

125 ems.—Standard Flying 12 1957 de luxe saloon, sliding head, Buxton, daylight, good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1018]

## STANDARD 14

AZ MOTORS offer 1948 14, excellent condition, £285/11/100, Palmerston Rd., N.W.6. Tel. MAI. 4723. [C1018]

£235.—1948 Standard 14 coupe, record, engine, fitted May fog and spot lamps.—Merriand, Millport Avenue, Oakfield, Ashford. [C1018]

## STANDARD VANGUARD

RAYMOND WAY, the hire-purchase specialists. [C1018]

RAYMOND WAY OF KILBURN. [C1018]

RAYMOND WAY, the hire-purchase specialists. [C1018]

1952 Standard Vanguard coachbuilt estate car, blue, blue cellulose with red upholstery, match, heater, one owner, superb mechanical order; 899ms. [C1018]

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £1,000 to choose from. [C1018]

RAYMOND WAY of Canterbury Rd., Kilburn, N.W.6. [C1018]

MAIDA VALE 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [C1018]

H.A. SAUNDERS, Ltd., offer:— [C1018]

1953 Standard Vanguard saloon, grey, red upholstery; £525. [C1018]

H.A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillsdale 5272 (8 lines). [C1018]

H.BEART &amp; Co., Ltd., offer:— [C1018]

1952 (September) Standard Vanguard de luxe saloon, fitted radio and heater, low mileage, and in beautiful condition throughout; £450.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3548. [C1018]

COMPTON &amp; FULLER, Ltd., offer:— [C1018]

1954 model Standard Vanguard Phase II, black and green, one owner, immaculate and as new; £545.—Ode's Parade, Eilers End, Beckenham Bee 5570. [C1018]

1951 Vanguard saloon, guaranteed; £565. [C1018]

1949 50 Vanguard saloon, guaranteed; £290; payments.—Gifford, 386, Kensington High St., W.14. Wes. 6631. [C1018]

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer: [C1018]

1955 Vanguard Estate car, green, radio, heater, double overdrive, in showroom condition; £600. [C1018]

1954 Vanguard diesel Estate car, heater, double overdrive, in excellent condition; £775. [C1018]

BERKELEY Square, London, W.1. Grosvenor 4343. [C1018]

1952 Vanguard saloon, black, heater, one owner, 18,000 miles only; £465. [C1018]

1954 Vanguard saloon, black, heater, low mileage, immaculate; £595.—Brent Cross Garage, Rendon Way, N.W.4. Speedwell 1196. [C1018]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:— [C1018]

1949 Standard Vanguard; £375.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C1018]

## STANDARD VANGUARD

1949 Standard Vanguard saloon, colour grey, fitted with heater, splendid order; £375. [C1018]

1953 Standard Vanguard saloon, heater, windscreen wash, very well maintained; £485. [C1018]

CRICKWOOD BROADWAY, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C1018]

1953 Vanguard, green, heater, one owner, £550. [C1018]

1949 Standard Vanguard saloon, grey; £345.—Hale Motors, Ltd., 1st. 7771 (4 lines). [C1018]

1952 Standard Vanguard, blue, heater low mileage, excellent; £475. [C1018]

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon Sanderstead 4240. [C1018]

1955 Vanguard, blue heater, 600 miles only; £660. [C1018]

1955 (July) diesel saloon, overdrive, 5,000 miles, as new; £795.—Manfield Autos, Ltd., 42, Fitzroy St., London W.1. Euston 2587. [C1018]

VANGUARD, April, 1951, Comet blue and red bid low mileage, unmarked throughout, many extras; £585.—Tel. Birmingham South 5018. [C1018]

1951 Vanguard, heater, radio, comet blue, immaculate, guaranteed; £535.—Campbell Symonds, Ferriave 4450. [C1018]

1952 Vanguard, one owner, reculいたased, leather, heater; £475.—Campbell Symonds, Wembley 6262. [C1018]

1951 (December) Vanguard saloon, dark metallic green, with lawn interior, excellent condition; £565. [C1018]

1952 (October) Phase I saloon, grey with grey interior, heater, one owner since new. [C1018]

1949 Standard Vanguard saloon, excellent condition, radio, heater, leather; £355.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6077-8. [C1018]

1951 Vanguard saloon, black, heater, excellent condition; £385; exchanges, terms.—Palmer, 3 Russell Gardens Mews, Kensington, W.14. Park 1704 and 5668. [C1018]

1952 Vanguard, overdrive, heater, one owner, black, superb condition throughout; £485; terms, exchanges.—Richards &amp; Carr, Ltd., 35, Kinnerth Road, W.19. Liberty 3456. [C1018]

1954 Vanguard saloon, one careful owner, overdrive, radio, heater, dual colour, black with beige, whitewall tyres; £685.—L. F. Dove, Ltd., 69, Broadway, Wimbledon 719. [C1018]

1954 Vanguard estate car, grey, red leather interior, fitted heater 6,000 miles only guaranteed; £745.—R. S. Currie &amp; Co., Ltd., 105 Westbourne Grove W.2. Bayswater 0765. [C1018]

325 ems.—Standard Vanguard 1950 station wagon, fold-flush rear seating, sliding windows, rear entrance, excellent condition, taxed; terms, exchanges.—Rowland Smith, below. [C1018]

445 ems.—Standard Vanguard, December, 1952, saloon, leather, heater, one owner, excellent condition, taxed; terms, exchanges.—Rowland Smith, below. [C1018]

325 ems.—Standard Vanguard, Nov. 1949, saloon, gunmetal, grey Vynide, very good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1018]

1953 Standard Vanguard estate car, blue, red leather, heater, one owner and only 19,000 miles, wonderful condition; £645.—O. E. Hall, Ltd., 328, King St., Hammersmith, W.6. Riverside 2281. [C1018]

1952 Vanguard saloon, black with red interior, heater, taxed, one owner, excellent throughout, new tyres; unrepeatable at £410; 3 months' written guarantee, terms, exchanges.—C. K. Motors, 315, Finchley Rd., N.W.10. Tel. 7707. [C1018]

STANDARD Vanguard saloon 1953, pale blue, red leather interior, fitted many extras including heater, overdrive, windscreen wash, etc., 13,000 miles, indistinguishable from new; £425 or near offer.—Sherrie, 315, Uppisham Rd., Leicester. Tel. 67707. [C1018]

14000 miles only. 1952 Standard Vanguard saloon grey red upholstery; £495 terms and exchanges.—D. F. Wyatt, Ltd., 31-33, Putney Green Rd., West Hampstead, N.W.6. Hampstead 8958. [C1018]

STANDARD Vanguard Ph. II saloon, in black, red leather upholstery, electric overdrive, heater, exterior sun visor and many other extras, one owner and in first-class condition; £575.—Hillwood Motors, Mill Hill (London) 4232. [C1018]

STANDARD Vanguard diesel estate car, first registered September 1954, mileage 11,000, overdrive, fitted radio and heater, one owner, only used for light road travel, immaculate condition; £750.—The Long Eaton Garage Co., Ltd., Nottingham Rd., Long Eaton, Notts. Tel. 2591. [C1018]

## Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham 6041. [C1018]

ALMOST new Standard Vanguard required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2675. [C1018]

## Standard Miscellaneous Cars Wanted

R. ROWLAND SMITH'S, the car buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [C1018]

MARSTON MOTOR Co., Ltd., for your Standard N 15. Tel. Sta. 8000—Seven Sisters Rd., Tottenham N 15. [C1018]

CASH immediately for good Standard.—H. F. Edwards, 22-34 Upper High St., Epsom, Surrey, Tel. Epsom 5611. [C1018]

## Standard Spares and Service

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 3. Tel. 24459. [C1018]

DEMANTLING for spares nearly all models 1932/1940.—Wards Motor Stores, Wallasey, Tel. 4151. [C1018]

## Standard Spares and Service

BAKERS MOTORS (LONDON), Ltd. (Tel. Balham 6666), for standard spares; sales and service.—209, Balham High Rd., S.W.17. [C1018]

STANDARD spares for all models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4664); and Prince's Drive, Colwyn Bay (Tel. 342). [C1018]

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhaul, body repairs, reculいたased.—Putlocks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. [C1018]

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or call; orders despatched immediately.—36-43, Eden St., Kingston, Ktn. 3151-6. [C1018]

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thet 20405. [C1018]

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed three months; Girling and Bendix stockists.—314, Regentia Park Rd., Church End, Finchley Finchley 5908-9. [C1018]

## STUDEBAKER

1952 Studebaker, heater, perfect condition. [C1018]

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C1018]

1952 Studebaker Champion saloon, radio and heater, 20,000 miles.—252, [C1018]

STUDEBAKER 50/1 r.h.d. convertible, radio and heater, overdrive, two-tone colour; £725.—Joe Thompson (Motors), Ltd., 91-98, Fulham Rd., South Kensington, S.W.3. Kensington 4558. [C1018]

## Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 8691/3908. [C1018]

## Studebaker Spares and Service

SPARES and repairs for all models, special service on all Champion models.—Alliance Auto Co., 50, Parsons Mead, West Croydon, Surrey, Croydon 1866. [C1018]

## SUNBEAM

WARWICK WRIGHT, Ltd., offer:— [C1018]

1954 (November) Sunbeam Mark III convertible coupe, overdrive, black, red upholstery, heater, 21,000 miles; £1,095. [C1018]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C1018]

1955 Sunbeam Mark III saloon, genuine 11,000 miles, one owner, Ripco condition; £1,065. [C1018]

RIPCO, Ltd. (Sunbeams purchased), 16, Abchurch Lane, Mayfair, London, W.1 Hyde Park 2352-3-4. [C1018]

1955 Sunbeam Mark III saloon, radio, heater and overdrive, colour beige, 6,000 miles.—Joe Thompson (Motors), Ltd., 91-98, Fulham Rd., South Kensington, S.W.3. Kensington 4658. [C1018]

1955 (May) Sunbeam Mark III saloon, genuine 6,000 miles, fitted overdrive, radio, heater and numerous accessories, as new; £1,000; available Dec. 31.—Box 8336. [C1018]

## SUNBEAM ALPINE

GEORGE HARTWELL, Ltd. [C1018]

SUNBEAM Alpine special 1954 (June), Alpine mist/red, fitted heater, many other extras; this car is quite a unique model; full details on request; £1,075; part exchange, hire purchase.—35-41, Holden Road, Bournemouth. Tel. Bournemouth 4161. [C1018]

TOM GARNER, Ltd., offer:— [C1018]

1954 Sunbeam Alpine special roadster, Alpine mist, 17,000 miles, £775. [C1018]

TOM GARNER, Ltd., 10-12, Peter St., Manchester 8. Blackfriars 9265-6-7. [C1018]

B. J. HUNTER, Ltd., offer:— [C1018]

1954 Sunbeam Alpine coupe, very attractive and fast car; £795. [C1018]

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Gladstone 6303. [C1018]

## WARWICK WRIGHT, Ltd., offer:—

1954 (first registered 1955) Sunbeam Alpine roadster, ivory with red upholstery, radio and heater, 11,000 miles; £995. [C1018]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C1018]

1954 Sunbeam Alpine sports, grey/red hide, two owners (relatives), 10,355 miles, 2 fog lamps, w/s sprays, wing mirror, Ace Himmelfarbers; £745. [C1018]

J. DAVY, Ltd., 180-4, Kensington High St., W.8. Western 9641. [C1018]

1955 Sunbeam Alpine roadster, overdrive, radio, heater, twin spots, tonneau and loose covers, Turbo discs, etc., immaculate and maintained regardless of cost; £895.—Morley, 54, Streatham Hill, S.W.2. Tel.ulse Hill 4468. [C1018]

## SUNBEAM-TALBOT

DICKS 1952 Sunbeam-Talbot 90 saloon, unrepeatable at £575. [C1018]

DICKS CAR SALES, Ltd., 385-401, Egh Rd., Kilburn, Maida Vale 6989-9. [C1018]

## CHARLES FOLLETT, Ltd., offer:—

1954 Sunbeam Convertible, metallic grey red leather, heater, fog and spot lamps, one owner, supplied new by us; £845; 5 months guarantee; H.P. and part exchange facilities. [C1018]

1953 Sunbeam-Talbot Mk. II, 90 saloon, blue, heater, speedo reading 15,000 miles, serviced; £775; 3 months guarantee; H.P. or part exchange facilities. [C1018]

SHOWBOOMS: 18, Berkeley St., W.1 Mayfair 6366. [C1018]

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cumingham 5936. [C1018]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SUNBEAM-TALBOT

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark IIa saloon, gun grey, with red upholstery, heater, 10,000 miles, £295. (C0405)

1954 Sunbeam-Talbot 90 Mark IIa convertible coupe, cream/red upholstery, 19,000 miles; £365. (C0405)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C0405)

BRADSTOCK MOTORS, Ltd., offer:—

1951 Sunbeam-Talbot 90 saloon, black radio and heater, one owner, good condition; £435. Chase Rd., Epsom SE96-7. (C1030)

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Sunbeam-Talbot 90 saloon, fitted radio heater, wipers, windscreen washers, parking light, wing mirrors, overriders, whitewall tyres, exceptionally good condition; £275. (C0405)

1951 (October) Sunbeam-Talbot 90 drop head coupe, one owner, fitted heater, taxed December, 16,000 miles only; £275. (C0405)

1950 Sunbeam-Talbot 90 saloon, taxed, one owner, nice order throughout; £475.—Watford Way Hendon Central, N.W.4. Tel. Hendon 8098-5. (C0304)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1950 Sunbeam-Talbot 90; £465.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1949 Sunbeam-Talbot 90 saloon, excellent condition; £445.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26, Sydenham 6129. (C0266)

1952 Sunbeam-Talbot 90 45,000 miles, blue, gunmetal/red, fitted heater, radio, screen wash, Lucas for and driving lamps, 5,000 miles only, quite unblemished; £365. (C0405)

MR. Ila saloon, fitted heater, radio, loose covers, maintained by us since new; £315.—R. F. Fugate, Ltd., Bushy Heath, Herts. Tel. 1635. (C0217)

GEORGE HARTWELL, Ltd., Sunbeam-Talbot specialists, offer the following selection of specimens guaranteed over the following selection of specimens

SUNBEAM-TALBOT Mark III saloon, fitted overdrive, Alpine mist/red, heater, laminated and shaded windscreen, side arm-rests to front seats, blue, Alpine suspension front and rear, screen wash, etc., 10,000 miles, full history available; £1,075. (C0405)

SUNBEAM-TALBOT 90 Mark IIa saloon, 1954 (April), gunmetal/red, fitted heater, radio, screen wash, Lucas for and driving lamps, 5,000 miles only, quite unblemished; £365. (C0405)

SUNBEAM-TALBOT 90 Mark II convertible, 1954 (Aug.), gunmetal/red, fitted heater, fog and driving lamps, specially tuned engine, nominal mileage; £290. (C0405)

SUNBEAM-TALBOT 90 Mark II saloon, 1952 series, special duotone finish, burgundy-golden beige, fitted heater, as new condition, one lady owner, low mileage; £295, part exchange, hire purchase—£5-41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. (C0379)

1940 Sunbeam-Talbot, 2-litre sports saloon, a good specimen, this very rare car; £245.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (C0407)

1951 Sunbeam-Talbot 90 saloon, black, beige interior, heater, one owner, excellent example; £545.—O. S. Hall, Ltd., 522, King St., Hammersmith, W.6. Riverside 2881. (C4954)

1954 Sunbeam-Talbot 90 Mark IIa saloon, gunmetal, 18,000 miles, many extras including heater, excellent condition throughout; £265.—Weske Garage, Ltd., Winchester 2255. (C0376)

1951 (Series) Sunbeam-Talbot 90 saloon Mk. II, grey/grey leather, heater, radio, all new tyres, seat covers, taxed, one careful owner and in really nice condition; £315. (C0405)

ALFRED GARAGE, Alford Rd., Maidenhead. Tel. Littlewick Green 5076. (C1107)

295 ems.—Sunbeam-Talbot 10 1940 model sports saloon, sliding head, leather, excellent condition, taxed; terms, exchanges; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1954 series saloon, Mark IIa, high compression engine, grey, red heater, heater, screen washers, whitewall tyres, 31,000 miles, exceptional throughout; £270.—Davies Motors 273, London Rd., Staines, Tel. 4211-4. (C1080)

1950 Sunbeam-Talbot 90 sports saloon, black, heater, fitted with Dunlop tubelike tyres, reon engine, guaranteed; £425.—Palmer, 5, Russell Gardens, Woking, W.14. Park 9704 and 5968. (C0304)

Sunbeam-Talbot Cars Wanted

R. ROOTES, DISTRIBUTORS, REQUIRE modern low-mileage Sunbeam-Talbot cars

BIRMINGHAM—Lower Temple St. (Central 8411).

MANCHESTER.—128, Denhamgate (Blackfriars 9677).

MAIDSTONE.—(Maidstone 3333)

CANTERBURY.—(Canterbury 3232)

ROCHESTER.—(Chatham 2251)

WROTHAM Heath.—(Borough Green 4)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (C0117)

ROWLAND SMITH, the car buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube) N.W.4. Ham 8061. (W4018/9)

RICHARDS & CARR, Ltd. buy Sunbeam-Talbots.—35 Kinnerton St. S.W.1. Sloane 5434. (W3045)

ALMOST new Sunbeam-Talbot required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

## Sunbeam-Talbot Cars Wanted

CASH immediately for good Sunbeam-Talbot.—R. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003)

URGENTLY required, 1949-53 Sunbeam-Talbot saloons.—Gibson Spas Cars (Christchurch, Hants, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. (W2003)

Talbot Spares and Service JOHN BLAND for spares and repairs to pre-war Talbots except 10hp.—27, Southfields Rd., S.W.18. Vandyke 1612. (C0596/R)

LARGE stocks new and second-hand Talbot spares. 1929-36, including ambulance.—Clare's Motor Works 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. (C0863/R)

## TRIUMPH

COACHCRAFT offer:—

£395.—1952-3 Mayflower saloon de luxe, one owner, from new, very low mileage, completely without blemish, the A.A. or R.A.C. inspection invited; 3 months' mechanical guarantee; terms to suit and ex-change.—Coachcraft, Elm Rd., Ryegate, Tel. 6539. (C1053)

CARRIS AUTOS offer:—

1951 Triumph Renown saloon, a really first-class car, finished in black with brown leather, fitted overdrive and heater; £585.—Standard House, Southend, Croydon, Surrey, Croydon 0266/6068. (C1102)

ELM AUTOSALES offer:—

1950 Triumph Renown, black, beige interior, heater, reon engine, beautiful condition throughout; £425.—Elm Autosales, 88, Hartfield Rd., Wimmerley, S.W.19. Cherrywood 1665. (C0267)

LANFIELD LAWRENCE offer:—

1953 Mayflower, immaculate throughout, grey, one fastidious lady owner; offered at £525.—407, High Rd., N.12. Finchley 0081. (C0305)

CHARLES POLLETT, Ltd., offer:—

1951 (Oct.) Triumph Renown, a very well-kept saloon, dark green, beige hide, heater, speedo reading, 17,000 miles, one owner, 3 months guarantee, H.P. and part exchange facilities; £575. (C0405)

SERVICE: Works and Stores—Barnsdale Yard, off Egan Ave., W.9. Cumingham 5936. (C0310)

CHIPSSTEAD MOTORS, Ltd., offer:—

1955 TR2, white/red, hard top, fitted many extras, one owner, low mileage, immaculate; £795. (C1046/1)

CHIPSSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Fiammas 0052/7253/7154. (C1046/1)

1948 Triumph 1800 Roadster, bronze/red, in outstanding condition, new hood, engine just reconditioned, etc.; £395. (C1046/1)

CHIPSSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Fiammas 0052/7253/7154. (C1046/1)

STYMOUR & CLEMENTS, Ltd., offer:—

1400 miles.—1954 TR2, white, pale blue upholstery, overdrive, etc.; unmarked, most attractive bargain.—St. Walford Way, Hendon Central, N.W.4. Henlon 2146. (C0307)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1953 Triumph Mayflower, first-class condition throughout, taxed; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Herford Rd., Enfield, Hants 1631. (C4009)

WESSEX MOTORS, Bridle St., Andover; part of the Henly Organisation.

1954 (March) Triumph TR2 sports, black, a well maintained one-owner car.

TEL. Mr. Harriet at Andover 2326.—Wessex Motors, Bridle St., Andover. (C4067)

£495.—1951 Triumph Renown de luxe saloon, beautiful condition, choice 2.—Below.

£485.—1953 Triumph Mayflower saloon, only one owner, small mileage, outstanding condition.

LAMBS OF WOOD GREEN, Established 1897, 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground), Finchley 5222. (C0262)

1953 Triumph Mayflower saloon, heater, almost unmarked, guaranteed; £495. (C4067)

1951 Triumph Renown saloon, overdrive, radio, heater, unmarked throughout, guaranteed; £495.—O. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex, Mol. 6109. (C4053)

1954 (June) Triumph TR2 with extra, one careful owner, never raced, genuinely wonderful condition; £275; exchanges; terms, guarantees. (C0405)

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 4534. (C0204)

1953 Mayflower green, heater, Ace Rimblishers, one careful user, guaranteed; £495.—Campbell Symonds, Wembley 6441. (C1037)

AZ MOTORS offer 1950 Renown, really perfect, any examination; £350/11.—Palmerston Rd., N.W.6. Tel. Mai 4723. (C1011)

1952 Mayflower, black, fitted heater, low mileage, one owner; £425.—B. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. (C1023)

1950 Triumph Renown saloon, heater, 44,000 miles, £395.—Vandervell, 215, Eversholt Rd., N.W.4. Primrose 4411. (C0407)

1950 Triumph Renown saloon, guaranteed; £390.—Oldfield, 386, Kensington High St., W.14. Wca. 6631. (C0302)

£398.—Triumph 1800 1946 razor edge saloon, exceptionally good throughout.—Benetons, 1, Clarendon Rd., Holland Park, W.11. Park 5066/7. (C1017)

1954 (August) TR2 in pearl white, 15,000 miles from new, leather upholstery, heater, and tonneau cover; £550.—Ellis's Garage, Coventry 37. (C1022)

1950 Triumph Renown, facilities mechanical condition, heater, a real bargain; £379.—London Cars 592-6, Greenford Rd., Greenford, Middx. Wazlow 2643. (C0607)

## TRIUMPH

1952 Triumph Mayflower, black/red, heater, radio, 27,500 miles; £485.—Salmons Garage, Ltd., Temple Bar 3358. (C4028)

1951 model Triumph Mayflower, grey, red leather, H.M.V. radio, heater, spotless condition; £390 or £155 deposit.—O. S. Hall, Ltd., 522, King St., Hammersmith, W.6. Riverside 2881. (C1024)

£495.—1951 model Triumph Renown, black, hide interior, heater, magnificent order and only 23,000 miles.—O. S. Hall, Ltd., 522, King St., Hammersmith, W.6. Riverside 2881. (C0421)

1951 Renown, really immaculate one-owner example, low mileage, heater, virtually unmarked; £465, terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5434. (C0305)

1953 Triumph Mayflower, one owner, tubelike tyres, radio, heater, strip lights and spot lights, new engine, 5,000 miles; £435; h.p. deposit £155, balance 24 months.—Ray, 2391. (C0407)

745 ems.—Triumph TR2 1955 super sports 2-seater, heater, telescope steering, one owner, exceptional, taxed; terms, exchanges.—Rowland Smith, below.

445 ems.—Triumph Mayflower 1952 saloon, comet blue, leather, heater, screen washers, one owner, excellent condition, terms, exchanges.—Rowland Smith, below.

425 ems.—Triumph 2000 late 1949 Roadster coupe, carefully used, taxed, choice of 3 Roadsters; terms, exchanges; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C0418)

1951 Triumph Mayflower, black/red, hide, heater, very attractive; £425; exchanges.—Nayyar & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (near South-Capstan Junction). Tel. 2234. (C0302)

1951 (December) Triumph Renown, black, new lawn upholstery, nominal mileage, fitted radio, heater, loose covers; £465.—Jack Smith, 25, Brunel Place, W.1. Mayfair 0661-2. (C4062)

1955 (Oct.) Triumph TR2, red, biscuit vinyls, heater, occasional seat in rear, wing mirrors, Ace number plates, spare unused, low mileage, only few weak miles, as new condition; £525. (C1069)

DAVY, Ltd., 180-4, Kensington High St., W.8. Western 9641. (C1069)

1952 Renown in grey, with radio, heater, loose covers and white wall tyres, a one-owner car, supplied and maintained by us, in excellent all-round condition; £595.—K.J. Motors, Ltd., Bromley, Rav. 3456. (C1040)

1952 (July) Triumph Renown, in gunmetal grey with red leather interior, fitted radio, heater and many extras, the cheapest Renown offered, immaculate, one ownership condition; £485, terms, exchanges.—Corney Garage, Gorton St., Blackpool, Tel. 2638. Night-St. Anson 0280. (C0263)

## Triumph Cars Wanted

ROWLAND SMITH, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube) N.W.4. Ham 8041. (W4018/9)

B. J. MUNTER, Ltd.

FOR your immediate purchase of four Triumph TR2.

B. J. MUNTER, Ltd., 31, Cricklewood Broadway, N.W.2. Tel. Gladstone 5305. (W4018/9)

J. H. BARTLETT will pay more for good TR2 Triumphs.—27, Penbridge Villas, W.11. (W1013)

PRIVATE buyer offers £675 for best TR2.—Tel. Can. 6495 or Mea. 2466. (C0309)

ALMOST new Triumph required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

£525 cash offered for good TR2.—Webb, 38, Butts Green Rd., Farnborough, Essex. (C1919)

REALLY good Triumph 2000 Roadster wanted.—Mr. Cook, 10, Bryanston Mansions, York St. W.1. (W1008)

TR2 wanted, immediate cash from the top price. Details and prices to Josselyn Motors, 2, Leics. Syston 8257. (W1008)

MARSTON MOTORS Co., Ltd., for your Triumph.—Tel. Sta 8000—Seven Sisters Rd., Tottenham N.15. (C0282)

TRIUMPH Spares and Service

TRIUMPH distributors for spares, service and repairs.

TEL. Lankesh Engineering Co., Ltd., 29-43, Eden St., Kingston-on-Thames, Kingston 5151-6. (C0918/R)

BASIL ROY, Ltd. Triumph spares specialists, pre-war models.—161, Great Portland St., London, W.1. Lan 753. (C1415/R)

DISMANTLING for spares nearly all models 1932/1940.—Wards Motor Stores, Wallasey. (C0518/R)

LARGE stockists of Triumph spares and replacement L units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 2. Tel. 29459. (C0302/R)

TRIUMPH spares for all post-war models; best provincial stockists.—Hollingshead Automobile Co., Ltd.—Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 55-2). (C0551/R)

## UTILITY CARS

CAR MART, Ltd.

1953 Fordson 7-seater Estate car, reconditioned engine, green with brown upholstery; £350. (C1039)

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (C1039)

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

SEPTEMBER 1955 Bedford Dormobile, 2,000 miles, many extras, taxed; £295.—Metropolitan Motors, Horn Lane, W.3. Acorn 5064. (C1039)

1951 Standard Vanguard Estate Car, radio, heater, etc., one titled owner; £495. (C1039)

1950 Hillman Minx Estate Car, excellent throughout; £450; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5223 & 5774. (C4064)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## UTILITY CARS

ROWLAND SMITH'S for utility cars.

**565** 500s—Hillman Husky, July 1955, golden sand, heater, paint, fold-flush rear seat, one owner, 4,700 miles, practically new—Rowland Smith, below.

**495** 500s—Commer 1954 model Phase VII Estate car, fold-flush rear seat, one owner, exceptional—Rowland Smith, below.

**325** 500s—Standard Vanguard 1950 station wagon, fold-flush rear seat, sliding windows, rear entrance, excellent condition, taxed; terms, exchange; list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

**WEST LONDON MOTOR MART**, Ealing Rd., Brentford, Middx. Tel. Ealing 5842.

**FORD V8** utilities, choice of 20 from £100.

**MORRIS 10hp** utilities/pick-ups from £100.

**HILLMAN 10hp** utilities/pick-up from £100.

**AUSTIN 10hp** utilities/pick-ups from £100.

**STANDARD 12** utilities/pick-ups from £100.

**MOBILE 1-ton** Stanhay crane (Fordson Major).

**FORDSON** Major dumpers; prices on application.

**3 MONTHS'** written guarantee; immediate insurance arranged, hire purchase, terms and part exchange.

**NEW A40 Countryman**, heater, overriders, at pre-budget price of £749/6.

**NEW Morris Martin Walter Utilibus**, fitted flashing indicator, at £545/5/6 ex works; compare with today's list price for similar cars on full-page advert.

**J. DAVY**, Ltd., 180-4, Kensington High St., W.8. Western 9641.

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., English Car Sales Division, offer: £350—355, High Rd., W.1, Wembley, Middx. Tel. Wembley 4422.

**1951** Wemby, Middx. Tel. Wembley 4422.

**BUNTINGS MOTOR EXCHANGE** for Utilities, all makes Bradford specialists, list on request—Bonnards Lane, Harrow Tel. 6225-6.

**CAMDEN MOTORS** for Estate cars and utilities, see brief selection from our stock on full-page advert, page 23 this issue.

**1955** Bedford Dormobile, grey, 7,500 miles; £625. Davies Motors, Ltd., 275, London Rd., Slanes. Tel. 4211-5.

**DORMOBILE (Morris)** 1954 (July), ivory colour, one owner, 7,000 miles, large luggage rack, immaculate; £500; terms, exchange, Pri. 6159, 10, Winchester Mess. N.W.3.

**1954** Bedford Dormobile, 1954, maroon, excellent condition, magnificent condition. Also 1950 Bedford, excellent order. £250/11—100, Palmerston Rd., N.W.8. Tel. Mal. 4725.

**1956** Morris Oxford Estate car, works mileage, also 1953 Austin A40 utility, guaranteed, exchange, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965.

**1954** Bedford Dormobiles by Martin Walter; a few low-mileage models in stock—Motorsists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2.

**AUSTIN A40** ash and mahogany Estate cars, 5 seats, 5-door entrance, carrying capacity 12cwt, 28 cubic feet, disappearing rear seats, full 6 months' Austin warranty, £695, H.P. deposit £252/10, 10, 24 months—Rav. 2391.

**300** miles only!!! 1955-6 (just registered) Austin A40 Countryman, fitted with heater and overriders, current price over £400; unique opportunity at £695—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444.

**1954** A70 Countryman, heater, windscreen washers, radiator hot, radiator fan and spot light, heavy duty country tyres, car is immaculate, cost new £1,100; for sale £650—Ashdene Car Sales, Hurst Green 544 (Russeks).

**1953** Jowett Bradford utility, grey, one owner, supplied and serviced by us since new, excellent condition throughout; 3 months' guarantee; £275—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.13. Vauxhall 1166.

**1952** A40 Countryman, estate car, one owner, £435; also '46 Hillman estate car, £275; '55 Ford 500 van, pass seat, trafficators, window panels and wood grained, one owner, £225; guaranteed, exchange, terms—Palmer, 3, Russell Gardens, Mess, Kensington, W.14. Park 9704 and 5068.

**1954** Bedford Dormobile, delivery mileage, all extras, Radiomobile, heater, foglamp, sun visors, interior lights, dual color (green and beige), heavy duty springs and tyres (tubeless Goodyear), carrying capacity 12cwt, reversing lights, red upholstery, Semaphore indicators, present price with tax over £500, first £200 secure; private sale, Yorkshire—Box 5539.

**UTILITY CARS WANTED**

**ROWLAND SMITH'S** the Car Buyers—Highest cash prices for Utilities—Hampstead (Tube), N.W.3. Ram 6041.

**WOODEN** shooting brake wanted, Alvis, Lea-Francis or similar; under £400—Box 8337, 9520.

**OYS** always good buyers of vans and utilities—127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894.

**1954** Bedford Dormobile by Martin Walter wanted—Motorsists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2.

**VAUXHALL 10**

**1947** Vauxhall 10 saloon, black/brown cloth, one owner, steering and rear axle renewed in August '55; £295.

**J. DAVY**, 180-4, Kensington High St., W.8. Western 9641.

**1947** Vauxhall 10 saloon, black/brown cloth, one owner, steering and rear axle renewed in August '55; £295.

**J. DAVY**, 180-4, Kensington High St., W.8. Western 9641.

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**J. DAVY**, 180-4, Kensington High St., W.8. Western 9641.

## VAUXHALL 10

**£189**—1958-9 Vauxhall 10 de luxe, excellent condition—G.P. (Baltham), Ltd., 2c, Baltham Hill, S.W.13 (100 yards Clapham South Tube). Bait. 1107-8-9.

## VAUXHALL 12

**1947-8** Vauxhall 12 saloon; £295—Montrose Motors (K. H. Howell), 81-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2.

## VAUXHALL WYVERN

**1952** Vauxhall Wyvern saloon, late type body, one owner, excellent order only; £525.

**B. J. HUNTER**, Ltd., 22a, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305.

**WARWICK WRIGHT**, Ltd., offer:—

**1954** Vauxhall Wyvern saloon, green/green upholstery, heater, 14,000 miles; £625.

**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1. Mayfair 9761.

**MAKIN & HARRISON OF CHISWICK**.

**£545**—1953 Vauxhall Wyvern, black with brown leather heater, very clean—492-6, High Rd., W.4. Chiswick 9596.

**1953** Vauxhall Wyvern, heater, immaculate; £515.

**S. COITZ CARR**, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7793/674.

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., English Car Sales Division, offer:—

**1954** Vauxhall Wyvern; £395—355, High Rd., W.1, Wembley, Middx. Tel. Wembley 4422.

**1953** Wyvern, radio, heater and many extras, completely overhauled and guaranteed; £575.

**Campbell Symonds**, Perivale 4456.

**PRIDE & CLARKE**, Ltd.—1954 Vauxhall Wyvern saloon, low mileage, heater, £549; 1955, heater, one owner, £499—Stockwell Rd., S.W.8. Brixton 6251.

**1950** Vauxhall Wyvern, heater, etc., genuine bargain, £559—Q.P. (Baltham), Ltd., 2c, Baltham Hill, S.W.13 (100 yards Clapham South Tube). Bait. 1107-8-9.

**1954** Wyvern, grey with red upholstery, an immaculate one-owner car, supplied and maintained by us; £610—K. J. Motors, Ltd., Bromley, Rav. 5456.

**1952** Vauxhall Wyvern, one owner, low mileage; £575, hire purchase and part exchanges welcomed—Herbert & Mills, Church Rd., Ashford Middx. Tel. 2960.

**1951** (late) Vauxhall Wyvern 4-door saloon. Polychromatic grey, hide interior, heater, one careful owner, beautiful condition; £595; consider part exchange—14, Bickington Ave., Worthing 1859.

**1951** Vauxhall Wyvern 4-door saloon, polychromatic grey, hide interior, heater, one careful owner, beautiful condition; £425; consider part exchange—14, Bickington Ave., Worthing 1859.

**£425**—1950 Vauxhall Wyvern de luxe saloon, one owner, only one owner has maintained this perfectly bodywork like brand new, interior spotless, the finest we have had, choice also 1951 in mint condition.

**L. AMES OF WOOD GREEN**, Established 1897—100 guaranteed cars, exchange, hire purchase—421-423, High Rd., Finchley (East Finchley Underground), Finchley 6222.

**£365**—Wyvern 1949 reg., attractive special, due time finish, tip-top mechanically, good tyres, unusual opportunity—Benmott's, 1, Clarendon Rd., Holford Park, W.11. Park 5066-7. (50 yards Harrow and Park Tube.)

**595** 500s—Vauxhall Wyvern 1954 saloon, metallic-chrome green, heater, exceptional; terms, exchange; list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

**VAUXHALL WYVERN CARS WANTED**

**A**—54, Streatham Hill, S.W.2. Tube Hill 267.

**VAUXHALL VELOX**

**W. HAROLD PERRY**, Ltd., 1105-1111 High Rd. Whetstone N.30. Tel. Hillside 5621.

**1954** Vauxhall Velox, black with brown upholstery, heater, windscreen washer, very nice condition; £680.

**W. HAROLD PERRY**, Ltd., 1105-1111 High Rd. Whetstone N.30. Tel. Hillside 5621.

**H. C. PAUL**, Ltd.

**1953** Vauxhall Velox saloon, black, one owner, heater, excellent condition; £495—32, Bruton Place, Berkeley Sq., W.1. Mayfair 6821-2.

**1955** Vauxhall Velox saloon, heater, 9,000 miles; £625.

**BRITISH & COLONIAL MOTORS**, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple 8388.

**£525**—1953 Vauxhall Velox saloon, black, one owner, heater.

**HAVERSTOCK GARAGE**, 50, Haverstock Hill, N.W.3. Gulliver 2422.

**1949** Vauxhall Velox, £385; 3 months' guarantee, terms and exchange.

**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey, Mousherville 5225 & 5774.

**1955** Velox, black, 7,000; £670—865, Bassett Ave., Tel. Southampton 6851.

**1953** Velox, immaculate, heater, screen-spray, owner going abroad; £350—Homestead, Easterton, Wills, Lavington 3204; or see in London.

**1956** Vauxhall Velox saloon, works mileage, exchange, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965.

**1954** Vauxhall Velox, black with red interior, heater, wing mirrors, written guarantee; £685.

**W. J. BROWN**, Ltd., 339, Finchley Rd., N.W.5. Ram. 2284.

## VAUXHALL VELOX

**1953** (November) dark blue Velox, heater, fog lamp, screenwasher, 5000s o.n.o.—Bailey, 7, Homfield Rd., S.W.19 Wimbledon 1519.

**1951** Vauxhall Velox saloon, black, well maintained; £375—Wood & Lambert, Ltd., 49, Stamford Hill, N.16. (Sta. 5434).

**PRIDE & CLARKE**, Ltd.—1954 Vauxhall Velox saloon, radio, heater, £569; 1955, leather, low mileage, £529; 1951, radio, £469—Stockwell Rd., S.W.9. Brixton 6251.

**1954** (June) Velox, 14,000 miles, radio, heater, loose covers, one owner, immaculate; £595—Tolworth Motors, Ltd., Kingston By-pass, Tolworth, Elmbridge 2254.

**1950** Velox, black with red leather, and fitted heater, in very much above average condition, and fitted excellent tyres; £425—K. J. Motors, Ltd., Bromley, Rav. 3456.

**1955** (model) Velox saloon, kingfisher blue, blue and grey interior, radio, heater, twin fog lamps, etc., excellent condition throughout; £640—Belov.

**1954** (February) Velox saloon, metallic grey, grey and red interior, heater and wing mirrors, etc., excellent condition; £525—Robbins, East Putney Tel. 7381.

**1953** Vauxhall Velox saloon, fitted radio, heater, fog lamps, seat covers, colour grey, one owner, £540—John Whalley Ltd., London, 4d, Bishop's Stortford. Tel. 181 and 182.

**1955** Vauxhall Velox saloon, black, brown interior, 4,000 miles only, magnificent, unmarked condition; £745—Broadway Motors, 67, High St., and Hounslow, Middx. Hod. 0173.

**1949** Vauxhall Velox, green brown leather, radio, heater, one owner, excellent condition; £600—Magdalen Motors, 31, Trinity Rd., Wandsworth Common, S.W.18. Tel. Battersea. 5573 and 7879.

**VAUXHALL VELOX**, registered September, 1952, metallic green, dual tone leather upholstery in first-class condition all round; £485; H.P. deposit £129; balance 24 months—Rav. 2391.

**VELOX** 1954 (July), carefully driven and maintained by engineer owner, 11,000 miles, heater, seat covers, screenwash, unmarked; £600; terms, exchange—10, Winchester Mews, N.W.3. Pri. 6159.

**VAUXHALL VELOX CARS WANTED**

**A**—54, Streatham Hill, S.W.2. Tube Hill 267.

**VAUXHALL CRESTA**

**H. C. PAUL**, Ltd.

**1954** (Nov.) Vauxhall Cresta, 11,000 miles, one owner; £695—32, Bruton Place, Berkeley Sq., W.1. Mayfair 6821-2.

**TOM GARNER**, Ltd., offer:—

**1955** Vauxhall Cresta saloon, pewter grey, heater, radio, loose covers, many extras, 4,000 miles; £865.

**TOM GARNER**, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7.

**1955** Cresta, extras fitted, 5,000—Sanderstead 2722.

**1955** model Cresta, grey and white, unblemished, one owner, radio, guaranteed; £750—Campbell Symonds, Wembley 6262.

**1955** Cresta, maroon and white, radio, supplied and serviced by us £760—Campbell Symonds, Perivale 4456.

**PRIDE & CLARKE**, Ltd.—1955 Vauxhall Cresta saloon, low mileage, heater; £759—237, Brixton Hill, S.W.2. Tel. 3664/5.

**1955** 10,000 miles, heater, grey, beachwhite, under 10,000 miles, registered August, one owner, regularly serviced, perfect condition—Sorensen, Wearne Wyche, Langport. Tel. Langport 71.

**1955** model Vauxhall Cresta, 2-tone cream and blue, with blue interior to match, low mileage, one owner from new, taxed; £795—Laines Garages, Ltd., 50-52, Broad St., Birmingham. Tel. Midland 5574 and 7552.

**VAUXHALL MISCELLANEOUS**

**SHAW & KILBURN**, Ltd. for Vauxhalls.

**IT** is important that the car you purchase is in the best condition throughout.

**SELECTION** of such modern Vauxhalls at

**4-6, Berkeley Sq. W.1 Grosvenor 4328.**

**VAUXHALL Specialists**—Barton Motors, Corporation St., Preston.

**1956** Cresta saloon, straw beige, mileage 3,000, fitted with radio and many extras, absolutely as new; £915.

**1955** Cresta (regist. January), beautifully finished in grey and ivory mileage 14,000; £730.

**1955** Cresta (regist. February), finished in ivory and maroon, in spotless condition, mileage 16,000; £730.

**1954** Velox, green, one of the best on the road, in superb condition; £590.

**1954** Velox, in immaculate condition, £575; 1953 Velox, £510; also a range of '51, '52 and '53 Wyverns and Velox.

**TEL** the Vauxhall Experts—Preston 5203-4-5.

**HAMILTON MOTORS (LONDON)**, Ltd., 466-480, Edgware Rd., London, W.2. Paddington 0022 (12 lines).

**1955** Vauxhall Cresta, black, brown interior, condition perfect; £625.

**1950** Velox, black, brown interior, condition excellent; £375.

**ALWAYS** a good selection of used Vauxhalls in stock, A.H.M.L. will purchase for cash all Vauxhalls, including latest models.

**GRAHAM BROTHERS "Autocars"** for "quality-tested" used Vauxhall cars key to real value. Look for the "Autocars" at Graham Bros. (Motors), Ltd., 799-835, Chester Rd., Stratford (Trafford 3311).

**1955** Vauxhall Cresta, black, brown interior, condition perfect; £625.

**1950** Velox, black, brown interior, condition excellent; £375.

**ALWAYS** a good selection of used Vauxhalls in stock, A.H.M.L. will purchase for cash all Vauxhalls, including latest models.



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

**Miscellaneous Cars Wanted**

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube). N.W.3. Ham. 6041 (W4018/R)

**I**f you wish to sell your car for cash write, 'phone or call.

**G**EORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (W2023/R)

**C**ASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Onsey, Oxford. Tel. 47511. (10284/R)

**AMBULANCES**

**1953** 16hp Austin on taxi chassis, £695; 1945 24hp Morris streamline, £250; 27hp Austin, £200; 14hp Morris, £185; new 14hp Fordson, £250; many others.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (M2022)

**MOTOR HEARSE**

**H**EARSES and handles from stock; brochures available.

**A**LPS & SAUNDERS (COACHBUILDERS), Ltd. Station Approach, Kew Gardens, Richmond (1161) C1102

**1937** Austin Twenty dual-purpose Hearse, body excellent condition.—Onsey Garage, West St., Onsey, Oxford. Tel. 47511. (19098)

**Motor Hearses Wanted**

hearse, Frice, etc., to Melbourne Garage, Ltd. (19266)

Devizes, Wilt. (C1038)

**MOTOR SCOOTERS**

**C**OMERFORDS for Motor Scooters. Distributors for Lambretta, Bella, Parilla and Britax Scooterette. Demonstrations, free tuition, hire purchase terms, etc.—Oxford House, Portsmouth Rd., Thames Ditton, Kent. 5551 (six lines). (10575/B)

**TAXICABS**

**L**ONDON taxicabs for sale, 1938 model.—Apply Goode & Cooper, Ltd., 17, Melbourne Square, London, S.W.9. (19594)

This section closes for press at 12 noon on Fridays

## COMMERCIAL VEHICLES

**METROPOLITAN MOTORS**

**H**ILLMAN Humber, Sunbeam, Commer.

**D**ECEMBER, 1951. Austin 25cwt 3-way van, one owner, excellent condition; £325.—Metropolitan Motors, Horn Lane W.3. Acorn 5064 (C5060)

**N**EW Morris 1½-ton van, in primer ex works; at N. 5551/2.

**J** DAVY, Ltd., 180-4, Kensington High St., W.8. Sunbury 9641. (C1069)

**R**OYCE AUTOMOBILES, Ltd., offer the following

**1950** Bradford 8/10cwt plain black van, condition and performance without question, really excellent, good tyres, one owner, taxed; £150 or £38 deposit.

**1952** Ford 8 plain blue van, fitted with front bench seat for 2, heater, town and country tyres fitted, reconditioned engine, many extras, one owner, taxed, immaculate appearance, amazing performance. £225 or £45 deposit.

**1952** Ford 10 plain green van, reconditioned engine, outstanding appearance and performance. £225 or £45 deposit.

**M**ANY others from £100.—Tel. or call, 127, Parkway, N.W.1 (nearest Tube, Camden Town Station), Euston 2700 and 8894. Trade enquiries welcomed. (C5059)

**1955** 14cwt Austin, Fordson, 1000 miles, 4-cyl. special windows.

**E**USTACE WATKINS, Ltd., 12, Chelsea Manor St., S.W.3. Flaxman 8181. (C4046)

**B**RUTONS.—Thames Scot van, works mileage, many extras.—363, Fulham Rd., S.W.10. Flaxman 2032. (C1104)

**1955** Morris 10cwt J type van, 4,000 miles, taxed, in primer; £390.—Bitchley Motors, Tel. Bitchley 2. (9136)

**1954** Volkswagen van, one owner, regularly maintained; £490.—Davies Motors, Ltd., 275, London Rd., Staines. Tel. 4211-5. (C1090)

**B**UNTINGS MOTOR EXCHANGE for light commercials; all makes, Bradford specialists; list on request.—Bonnersfield Lane, Harrow, Tel. 5223-6. (10284/R)

**1952** Reliant 10cwt van, condition as new, nominal mileage. £135; h.p. 2-cyl. Summerland Gdns., Muswell Hill, N.10. Tudor 8073, Fitzroy 0293. (C2995)

**1953** Thames Scot van, window panels, pass. seat, trafficators, wood grained, guaranteed. £225.

**1954** Morris D.L. 1-ton van, 8,000 miles, guaranteed. £225; exchange terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5966. (C5034)

**1953** (New) Ford 8cwt van, small mileage, one owner, immaculate condition; £265.—Automobile and Aircraft Services, Ltd., 609, Kenton Rd., Kenton, Harrow, W.10. 7805. (C1038)

**145** 1948 5cwt van, very good condition; terms; exchange; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4018)

**1955** (Oct.) Morris Minor 1½-ton van in grey cel-lulose, fitted with extra passenger seat and trafficators; 2,000 miles only and absolutely as new; £395.—Hillwood Motors, Mill Hill (London) 4232. (9141)

**G**& M ALFREDS (1936) Ltd.—1955 Austin A40 pick-up with tilt (£37), small mileage, as new. £255; 1959 Ford 10cwt gvw van, exceptional. 1946 Morris 10cwt gvw van, exceptional.—6-7, Warren St., W.1. Euston 3268. (C1005)

**WEST LONDON MOTOR MART**.—All types of ex-Government surplus; trucks, tipper, utilities, ambulances, tractors, dumpers, pick-ups, mobile cranes, trailers up to 43 tons capacity; dealers in all Trojan vehicles.—West London Motor Mart, Ealing Rd., Brentford, Middle. Ealing 8842. (C5041)

**Commercial Vehicles Wanted**

**R**OYCE always good buyers of vans and utilities.—127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. (W3059)

## NEW &amp; USED CARAVANS, TRAILERS, ETC.

**NEW CARAVANS**

**L**ONDON CARAVAN Co., Ltd., one of the world's largest and oldest established distributors and agents for the leading makes of National Caravan Council approved caravans: R.A.C. approved sites at Epsom and Birchington-on-Sea.—If you cannot call please write or phone for full information now to our head office at Barnet By-Pass, Epsom (1165 and 1364), or Court Mount, Canterbury Rd., Birchington-on-Sea. Thanet 41557. (10594/R)

**1956** Burlingham, Eccles, Paladins, Pembertons, etc., for immediate delivery; modern hire fleet for touring.

**B**URLINGHAM CARAVANS, Garstang, Lancs. (10527/R)

**A** & JENKINSON, Ltd., U.K.'s largest caravan distributors, still maintain personal touch with greater selection all uniquely guaranteed for 12 months, renowned after-sales service; also guaranteed, a site that you will like. Earliest referred terms, cheap delivery. If you cannot call, please write to A. & J. Jenkinson, Ltd., Dept. A.Z., Bath Rd., Taplow, Maidenhead, Berks. Tel. Maidenhead 3434; or 37-39, Hammersmith Bridge Rd., London, W.6. Tel. Riverside 5141 (one minute Hammersmith Broadway). Both branches open 7 days a week until 7 p.m. or later by appointment. (M2005)

**NEW CARAVANS**

**S**IDDALL, the top quality "thoroughbred," at a realistic price.—Siddall Caravans, Ltd., Old Bath Rd., Cheltenham. Tel. Cheltenham 3618. (10572/R)

**T**HE Hindhead Caravan Co., Hindhead, Surrey, for Holgate, Safaris and all other touring caravans; see them in their natural rural setting adjacent to the beautiful Devil's Punchbowl on the A5 road; caravan or car taken in part exchange; hire purchases; genuine after sales service; storage; renovations; repairs; open 7 days a week, 9 a.m. to dusk.—Call, write or tel. Hindhead 1001. (10281/R)

**SECOND-HAND CARAVANS**

**T**HE Hindhead Caravan Co. have a wide selection of good-condition used touring caravans; after sales service as advertised in New Caravan section.—Call, write or tel. Hindhead 1001. (10282/R)

**CARAVANS FOR HIRE**

**W**ESTERN CARAVAN SERVICES, Ltd.

**S**PECIALISTS in high-class caravans for long periods, keep rates quoted; immediate delivery all areas United Kingdom; distance no objection.

**N**EWPORT Rd., Cardiff. Tel. Cardiff 45551. (10163/R)

**M**ODERN touring caravan fleet 2 to 5 berths, lowest rates.—Vanguard, 20, Ongar Rd., Great Dunmow, Tel. 7. (14697)

**CARAVANS FOR HIRE**

**H**IGH-CLASS mobile caravan hire fleet, latest models, specialised services.—Pendower Caravans, Westfield Rd., Bishop's Cleeve, 501. (10976/R)

**CARAVAN ACCESSORIES**

**C**AR makers approve Witter towing brackets.—Witter, 134, Foregate St., Chester, 4. (10570/R)

**T**OWING brackets, over 100 designs from stock.—B. Dixon-Bate, Ltd., Chester. Tel. 24034. (10376/R)

**CARAVAN EQUIPMENT**

**W**ORTH caravan and trailer chassis, undergears, couplings, jacks, locker wheels and all components; parts; write for lists.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. (10095/H)

**H**OLDER GRAISELEY caravans, chassis axes, ball bearings, couplings, locker wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. (10441/R)

**CARAVAN JOURNALS**

**F**OR the caravanner who is hard to please there is only one satisfactory magazine.—The Caravan, packed every month with news, views, hints and tips on every aspect of the modern caravan scene. 1/- ad newagents, or 7/9 six months, 15/6 a year, direct from A. Burt, Caravan Publications, Link House, Store St., London, W.C.1. (10587)

## NEW CARS FOR SALE

**A.C.**

**R**AYMOND WAY, the hire purchase specialists.

**R**AYMOND WAY for your new A.C. Petite; immediate delivery on payment of ¼ deposit, choice of colours, cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.5. Malda Vale 6044. Open to 8 p.m. 6 days a week. (10776/R)

**A**C and Acura for quick delivery.—Rudds of A Worthing, adjacent Central Station, Tel. 7773-4. Demonstration, exchange, delivery anywhere U.K. (10440/R)

**A**LL enquiries for A.C. Acura, two-litre saloons, also for second-hand A.C.s should be addressed to the A.C. Distributors, Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe, S. Southbourne 43544 and 43545. (M4004)

**J**OHNSON & BROWN offer new A.C. immediate delivery; pre-manufacturers' increase price and pre-Budget price; very early delivery Acura; immediate delivery A.C. Petite.—268-270, High St., Brunel, Ravensbourne 8841-2. (N2075)

**ALFA-ROMEO**

**S**MITH & Co., sole London distributors, 40, Conduit St., W.1. Regent 0424, 6 lines. (10194/R)

**T**HOMPSON & TAYLOR (BROOKLANDS), Ltd., sole concessionaries United Kingdom.—Portsmouth Rd., Cobham 2840-9. (10326/R)

**ALLARD**

**A**LARDE MOTORS, Ltd.—Main distributors for all models, spares and service.—Acres Lane, Brighton, S.W.4. Brixton 5431. (10442/R)

**ALVIS**

**C**HARLES POLLETT, Ltd.—Alvis repair specialists.

**O**FFICIAL Alvis spare parts stockists.

**T**RADE supplied.

**S**ERVICE.—Barnsdale Yard, off Elgin Ave. W.9. Tel. Cunningsham 59-6-7-8. (10307/R)

**ALVIS**

**G**ALT OF GLASGOW, Scottish distributors can offer you Alvis TC 21/100 saloon, subject to being unsold; reserve your Alvis now; contact us at once.

**J**AMES H. GALT, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7936. (10751/R)

**M**ANCHESTER.—Alvis main agents, sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M. 19. Rus. 2874-5. (10625/R)

**AMERICAN CARS**

**A**LL makes new American cars supplied, early delivery.

**S**IMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), 345, High Rd. Wembley 9691-9903. (N4015)

**ARMSTRONG SIDDELEY**

**G**UY SALMON AUTOMOBILES.

**S**EE and try the new 1955 Armstrong Siddeley S Sapphire range together with the magnificent new 7-passenger Rhinoceros, at Portsmouth Rd., Thames Ditton, Surrey. Embertrook 5551-3-3. (N4001)

**S**PERLING MOTOR BODIES, Ltd., area dealers for Watford and District.—Lower High St., Watford Tel. 4491. (10382/R)

**C**LARK'S OF FIBRIGHT for the Sapphire; 24-hour service, Oxford and Woking districts.—Fibright, Surrey. Brookwood 2201-2. (N1049)

**P**ASS & JOYCE, Ltd., 27 Peter St., Manchester, 2.—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Deansgate 6157. (10603/R)

**W**ALTER SCOTT, Ltd.—Sapphire from stock, early delivery new models.—39, College Cres., Hampstead, N.W.3. (Swiss Cottage Tube.) Primrose 5914. (N4006)

**C**HEAM MOTOR & ENGINEERING Co., Ltd., Area Dealers for Armstrong Siddeley.—Demonstration spares and service.—Jewell Rd., Chesham, Surrey. Vigilant 0125. (10157/R)

**ARMSTRONG SIDDELEY**

**P**ASS & JOYCE, Ltd., England's largest distributors —184-188, Ch. Portland St., London, W.1. Museum 1001. (10711/H)

**L**IVERPOOL.—At pre-Budget price, Sapphire 346 saloon, synchromesh gear box, dark green; exchange terms.—Pearson's of Liverpool, Ltd., 5-7, Shaw St., Tel. North 1246. (19152)

**L**YTTELTON GARAGE, Ltd.—1956 new Sapphires from stock, part exchanges, h.p. terms; after-sales service, repairs.—Hampstead Garden Suburb, Speedwell 3500 and 3350. (10192/R)

**W**. T. RICHARDS (BEXLEYHEATH), Ltd., Armstrong Siddeley area dealers; immediate delivery of Sapphires; part exchanges.—74-76, Broadway, Bexley Heath, Tel. 1666. (10459/R)

**C**ENTRAL GARAGE (CROYDON), Ltd., main agents for Armstrong Siddeley cars for Croydon, Purley and Caterham; Sapphires available for demonstration.—Fell Rd., Croydon. Tel. Croydon 764. (N1096)

**N**EW ARMSTRONG SIDDELEY Sapphire, duo-green, fawn leather, pre-selector, pre-Budget price, £2,821/10. Bells Service Garages, Armstrong Siddeley Agents, 144, London Rd. Kingston-on-Thames. Kingston 1185. (N1016)

**W**ILSONS, the Enthusiastic Owner-Agents, can accept orders for early delivery of the new 2.3 Sapphires and will be pleased to arrange demonstrations on these delightful cars. We have one Sapphire 346 model automatic change available at pre-Budget price. Demonstrations on any type can be arranged to suit your convenience.—Wilson's Automobiles, Bexley and Co., 34, Acres Lane, S.W.2 Brixton 4011. 1-3 Dorking Rd., Epsom 3901. (N4085/R)

**ASTON MARTIN**

**O**RGANS OF OXFORD, three counties distributors —F. H. Gray & Sons Ltd., Banbury Rd. Oxford 59613-4. (10105/R)



## NEW CARS FOR SALE

## AUSTIN

**L F DOVE, Ltd.**, main dealers and distributors, Croydon & District, 115, Adgiscombe Rd., Croydon, Tel. Addiscombe 3066. (N1077/R)

**C M THE CAR MART, Ltd.**, Austin London Distributors, invite you to inspect the full range of Austin cars that are always available at their showrooms and depots in the London area.—297, Euston Rd., N.W.1, Euston 1212. (0351/R)

**BURRO & INGLIS.**  
AUSTIN A50 de luxe, black, red hide; Austin A30, blue, new, unregistered, immediate delivery; part exchanges, cars and motor cycles.—Dudden Hill Lane, N.W.10, Willesden 4959. (N4017)

**GATEHOUSE** offer—  
EARLY delivery of Austins, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 3444. (N2321)

**HALLS (FINCHLEY), Ltd.**  
ALL models available for inspection and demonstration, part exchanges and S.F. terms.—Hill 1044, High Rd., North Finchley (Tally Ho), N.12. (Hill 1044.) (7741)

**ROWLAND SMITH'S** for Austin.

IMMEDIATE delivery A30, A40, A50 and A50.  
PART exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. (N4018)

IMMEDIATE, all models, A50, pre-Budget.

**RIPCO, Ltd.**, 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. (N3052)

NEW A40 Cambridge school standard model with heater, immediate delivery, list price.—Below.

NEW A50 4-door saloon, grey, new A50 2-door saloon, grey.—Robbins, East Putney, Tel. 7081. (N3010)

**DIESSEL** Austin Hire Car, colour black with brown upholstery for immediate delivery, current list price.

**MANN, ROBERTSON & Co., Ltd.**, 5, Prince of Wales Rd., Norwich, Tel. Norwich 30451. (8525)

**KDM & CHERRINGTON, Ltd.**—Delivery enquiries invited from 2, Albemarle St., W.1. Grosvenor 5551. (N2054/R)

PRE-BUDGET new A40 Pick-up, grey, heater, immediate delivery; £506.—Salmons Garages, Ltd., Temple Bar 3143. (N4029)

**F. T. RICHARDS (BEXLEYHEATH), Ltd.**, Austin retail dealers, part exchanges.—74-76, Broadway, Bexleyheath, Tel. 1666. (02427/R)

**SPRINGFIELD GARAGES, Ltd.**, direct agents, favourable deliveries.—Tel. 5576-7, Evesingate 1047-8, Southgate, N.14. (N2072/R)

AUSTIN A50, A40 or A30 for immediate delivery.—D. J. Shepherd & Co. (Kenfold), Ltd., 436, Hertford Rd., Enfield, Howard 1631. (N4009)

A50 and A50 for immediate delivery.—Garage Service Co., Ltd., 1013 Finchley Rd., Golders Green, N.W.11, Speedwell 9892. (N2019)

**METROPOLIS GARAGES, Ltd.**, agents for Austins, offer immediate and early delivery of all models.—45, Earle Court Rd., London, W.8, Western 4544. (0601)

FOR immediate or early delivery all models contact Denham Service Station, Ltd., Denham, Bucks, Tel. Denham 2266. Part-exchanges welcomed. Finance terms arranged. (N1070)

**HERBERT & MILLS, Ltd.**, Austin agents for over 30 years, offer immediate delivery A50, A40, A50 and A50 cc-saloon.—75, Great Portland St., W.1, Langham 3506-7. (N1017)

**EX-STOCK** A30s, 2- and 4-doors, exchanges welcomed, hire purchase accounts settled.—Bennett, 1, Clarendon Rd., Holland Park, W.1, Park 5067-7 (5 yards Holland Park Tube). (N1017)

**TRINITY CARS, Ltd.**, Austin dealers, invite enquiries for immediate delivery of A50, A40, A50, A50 and all other models.—94, North Side, Wandsworth Common, S.W.18, Vandyke 1166. (N4034)

**SMITH & HUNTER, Ltd.**, specialists.—Direct car and service agents, fullest facilities; available now A50, A50, A50, exchanges, deferred terms.—370-8, Kensington High St., W.14, Western 2312. (N4019)

**WILSON'S** offer immediate delivery of black 4-door A30, subject to being unsold. Early delivery of other models.—Wilson's Automobile and Coachworks, Ltd., 34, Acton Lane, S.W.2, Brixton 4011. 1-3, Dorridge Rd., Epsom 3901. (N4065/R)

**WEST LONDON MOTORS** offer you a selection of new 2-door and 4-door Austin A50 saloons and new A40 and A50 Cambridge saloons for immediate delivery; all facilities.—205-9, Fulham Palace Rd., W.6, Fulham 0066. (9146)

**PRINCIPES** saloon, A50, A50, A40, A30, and all commercial models.—Prynn & Stevens, Ltd., 20, South London, Austin Depot, 57, Acton Lane, S.W.2. Repairs and service to Austin exclusively. Brixton 1155, Streatham 7962. (0589/R)

**LANKESTER ENGINEERING Co., Ltd.**, 39-45, Eden St., Kingston-on-Thames, Surrey, Tel. Kingston 3151-6, offer immediate delivery, one only, A40 Countryman and one A50 saloon at pre-Budget prices; exchanges and deferred terms.—Kingston 3151 (6 lines). (0263/R)

**BRITAIN** and back overseas residents visiting Britain may buy new Austins without purchase tax for use in Britain and subsequent export; delivery airport or London; immediate reply 30 inquiries.—Steel Griffiths, Ltd., London, E.5, England. (0407)

**MEER & MEER, Ltd.** (Est. 1895), direct Austin specialists for past 30 years, offer from stock A50, A40 and A50 saloons; early delivery light commercial vehicles; part exchange and extended payments.—The Broadway Mill Hill, N.W.7, Tel. Mill 2-40. (N3012)

## AUSTIN-HEALEY

WE value cars in part exchange.—Performance Cars, Brentford, Middlesex, Ealing 8641. (N3004)

**SMITH MOTORS OF DULWICH** for Austin-Healeys.—285, Rye Lane, S.E.15, New Cross 6767. (0641/R)

**LANKESTER ENGINEERING Co., Ltd.**, 39-45, Eden St., Kingston-on-Thames, Surrey, Tel. Kingston 3151-6, offer immediate delivery 100 model sports, colour green; exchanges and deferred terms. (0589/R)

**AUSTIN-HEALEY**, the production sports car on which extras are standard equipment; buy your Austin-Healey from Donald Healey Motor Co., Ltd., the Austin-Healey specialist; also sole distributors for Le Mans tuning kits in the United Kingdom.

**SERVICE**, Donald Healey Motor Co., Ltd., Warwick, London showrooms: North Audley House, 42, North Audley St., W.1. (0089/R)

## BENTLEY

**CAR MART, Ltd.**, OFFICIAL retailers, offer for future delivery the 8 series Bentley saloon; demonstration cars available.

**CAR MART, Ltd.**, 530, Euston Rd., N.W.1, Euston 1212.

**GLOUCESTER House**, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3434. (N1039/R)

**GROSE, Ltd.**, Northampton, OFFICIAL Bentley retailers.

**SHOWROOMS** and Service.

**MAREPAIR**, Northampton, Tel. 31633. (0588/R)

**DAVID ROSEFIELD, Ltd.**, OFFICIAL Bentley and Rolls-Royce retailers.

**SHOWROOMS**, 35/42, Peter St., Manchester, 2, Deansgate 6871.

**SERVICE Station**, Cheetham Hill Rd., Manchester, 2, Tel. R. 2302. (0260/R)

**RIPPOBROS, Ltd.**, the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork: Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Muddersfield 7070 (10 lines). (0429/R)

## B.M.W.

SOLE BMW concessionaires in Great Britain; orders can now be placed for the new right-hand drive type 502, 503 and 507 models.—Fraser-Nash Cars, Lisleworth, Middlesex, Hounslow 0011. (N2015)

## B.M.W. ISETTA

**V&F MONACO MOTORS**—Immediate delivery demonstrations, information.

**V&F MONACO MOTORS**, 6, Astwood Mews, Central Rd., E.W.7 (near Gloucester Road Station), Frenstant 4414. (0547/R)

**RUDDS OF WORTHING** for demonstrations in the South; quick deliveries; part exchanges.—Adjacent Central Station, Worthing 7773-4. (0696/R)

**FORBES & FALKER, B.M.W. Isotta dealers**; demonstrations.—39, Old Brompton Rd., Knightsbridge 1234. (0953/R)

SOLE B.M.W. Isotta concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser-Nash Cars, Lisleworth, Middlesex, Hounslow 0011. (N2015)

## BOND MINICAR

**RAYMOND WAY**, GREAT BRITAIN'S largest Bond Minicar distributors, immediate delivery of all models on payment of £1 deposit; your car, motor cycle, 2-wheeler or van welcomed in exchange; special service department staffed by Bond trained mechanics; special cheap insurance rates; Bond's Kilburn Bridge, N.W.6, Maida Vale 6044. Open to 8 p.m. 6 days a week. (N3095/R)

**ROWLAND SMITH'S** for Bond Minicar.

IMMEDIATE delivery 2-seater and Family models.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. (N4018)

WE value cars in part exchange.—Performance Cars, 88-91, Great West Rd., Brentford, Middlesex, Ealing 8641. (N3041)

**PRIDE & CLARKE, Ltd.**, Bond Minicar distributors of all models and colours in stock, one-third deposit, balance over 24 months; exchanges welcomed.—137, Stockwell Rd., S.W.8, Brixton 6251. (N3065/R)

## BORGWARD

**METCALFE & MUNDY, Ltd.**, SOLE concessionaires for all Borgward cars.

**PASSENGER** cars with optional automatic drive; also Express microbus with direct fuel injection; full range of commercial vehicles; diesel and petrol; demonstrations at any time; list of distributors, 290, Old Brompton Rd., S.W.8, Frs. 5471/0186-7.

**C. L. & H. L. BOND, Ltd.**, Christ Church Rd., Folscombe, Tel. 2728. (06108/R)

**BURNS STATION GARAGE**, Ayr 3338.—Sole distributors Edinburgh and South of Scotland, Isabella 1500 demonstration car available—quick delivery. (0480/R)

**SURREY**, Sussex and Kent sole distributors for Borgward; demonstration cars available; early delivery and model spares and service.—F. Fairman & Sons, Ltd., Horley, Surrey (Tel. 17.) (0519/R)

**CARR'S MOTORS**—Sole distributors Leam & Chen trade enquiries invited; full service; demonstration cars available.—Carr's Motors, Harrogate & Liverspool 1. Tel. Royal 514 (5 lines). (6707)

## BORGWARD

**REVIE CAR SALES, Ltd.**, New Rd., Southampton, Tel. 22334, sole distributors, Hants, Dorset and Somerset; demonstrations available; complete range; trade enquiries invited; early delivery. (0596/R)

**E&T MOTORS, Ltd.**, sole distributors for Essex county and part of East London, literature, demonstration on request, quick delivery; trade enquiries invited.—655, High St., Leytonstone, E.11, Tel. Leytonstone 4277 and 6351. (0685/R)

## BRISTOL

**BRISTOL**—Halls (Finchley) Ltd., appointed Bristol dealers, 836, High Rd., North Finchley (Tally Ho), N.12. (Hill 1044.) (7181)

**G** sales, spares and service.—23, Woodlands Rd., Glasgow C.3, Tel. Douglas 7598. (0732/R)

**BRISTOL** in the Western Counties, new and used models, service and spares; advantageous delivery, new cars, sole distributors.—Charles Crutchbank Motors The Centre Bristol, Tel. 25290. (0631/R)

## BUICK

A LIMITED importation of 1955 left-hand-drive Buick models; orders can now be accepted.

SOLE Concessionaires: Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1, Hyde Park 7121. (0529/R)

## CADILLAC

A LIMITED importation of 1955 left-hand-drive Cadillac models; orders can now be accepted.

SOLE Concessionaires: Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1, Hyde Park 7121. (0529/R)

## CHEVROLET

**BRITISH & COLONIAL MOTORS, Ltd.**, 13-14, Upper St. Martin's Lane (adj. Leicester Sq., Tube Sta.), W.C.2, Temple Bar 3558. Distributors for London and Home Counties. (N1027/R)

## CHRYSLER

**CHRYSLER** (LONDON) Ltd. offer:—

NEW Chrysler Plymouth V.8 and 6-cylinder saloons available choice of colours and specification; part exchange terms.—88-95, Belgrave Rd., N.W.6, Met. 5559-2153. (0594/R)

## CITROEN

**JOHN B. TRUBSCOTT, Ltd.**, for Citroen

THE revolutionary type DB19 for which the world has been waiting.

ORDER now from the enthusiastic specialists, where service counts before sales.

**JOHN B. TRUBSCOTT, Ltd.**, 173, Westbourne Grove, W.11, Baywater 4274. (N4030)

**LEX GARAGES, Ltd.**, Ace Corner, North Circular Rd., London, N.W.10, Ely. 5585 or 7680. (0972)

**C. & NORMAN & Co.**, sole distributors for the County of London, early delivery.—30, Vauxhall Bridge Rd., S.W.1, Vic 2211. (0297/R)

**GALL & GLASGOW**, distributors for Glasgow and West Scotland have the latest Citroen cars available for early delivery; contact the Citroen subsidiaries for sales and genuine service.—James H. Gall, Ltd., 4 Woodlands Rd., Glasgow C.3, Tel. Douglas 7598. (0685/R)

## DAIMLER

**DENHAM** for Daimler

ALL models available for demonstration.—Tel. Haber 2021.

**PORTSMOUTH RD** Haber Surrey. (N1106)

**ROWLAND SMITH'S** for Daimler.

PART exchange, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. (N4018)

**DORKING MOTOR Co., Ltd.**, distributors, Daimler, specialists.—2256 Dorking. (N1098)

**SMITH MOTORS OF DULWICH** for Daimler.—235, Rye Lane, S.E.15, New Cross 6767. (0528/R)

**NEW Daimler**, Conquest saloon, pre-Budget.—Vearncombe's Motors, Bristol Rd., Bridgewater, Tel. 2942. (0909)

**SIDNEY MARCUS, Ltd.**, for your new Daimler, S accredited agents; first-class after service.—55, Sloane St., S.W.1, Bel. 5721. (N3006)

**HAMMERSMITH** and Chiswick.—Daimler official agents; immediate delivery some models; full service facilities.—Rogers Garages, 23, Chiswick High Rd., W.4, Chiswick 6790. (N3054)

## D.K.W.

SOLE DKW concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser-Nash Cars, Lisleworth, Middlesex, Hounslow 0011. (N2015)

**SONDERKLASSE** saloon demonstrator available at Rudds of Worthing; distance no object; part exchanges arranged; terms; quick deliveries with choice of colour.—Ad.acent Central Station, Worthing 7773-4. (0696/R)

## FIAT

**H. C. PAUL, Ltd.**

SEE and try the Fiat range of cars; orders accepted for reasonable delivery.—22, Bruton Place Berkeley Square, W.1, Mayfair 0621-2. (N3040)

**BLUE STAR GARAGES, Ltd.**, Rosemont Court, Park Rd., Regent's Park, N.W.1, Pad. 7494. (0686/R)

**BLUE STAR GARAGES**, Exeter, Fiat distributors, demonstration cars available.—Exeter 75069. (0698/R)

**RUDDS OF WORTHING** for demonstrations, quick deliveries, adjacent Central Station.—Tel. 7773-4. (0697/R)

**FIAT 1100**, one only, finished in grey, at pre-Budget price.—Vintage Engineering, Market Deeping, Lincs, Tel. 367. (N7643)

**C. V. RUSSELL AUTOMOBILES**, Official Agents; demonstrations and deliveries.—40, Holland Park Ave., W.11, Park 5751. (N3061)

## NEW CARS FOR SALE

## FIAT

**T. F. BREEM, Ltd.**—The new Fiat 600 available for demonstration; early delivery all models.—High Rd., Whetstone, N.20. Hillside 7741. (0960/R)

**FIAT** new 600 and 1100, etc., immediate delivery. Main London dealers—Premier Motors, 299-7, Lewisham High St., S.E.13. Lee 1051. (N3063)

**ORDER** your new 600 or 1100 Fiat from the specialist, 18 years' servicing experience.—Derrington, 150-161, London Rd., Kingston. Kingston 5621-2. (N1071)

**SEVERAL** demonstration cars available, perfect conditions low mileage.—Apolly Fiat (England), Ltd. Water Rd., Wembley, Middx. Tel. Perivale 5651. (0076/R)

**HAMPSTEAD, N.W.5**—Immediate delivery Fiat 600; terms, exchanges.—Northway Garage, Fiat Agents, Finchley Rd., Swiss Cottage, N.W.3. Primrose 1127. (N5026)

**MAYFAIR GARAGES, Ltd.**, accredited West-End Fiat stockists for all models; highest allowance for any make in exchange; catalogues on request.—Balderton St. (opp. Selfridges clock), W.1. Mayfair 2104-5. (N5009)

**COME** and drive the fantastic Fiat 600 and 1100; we value cars in part exchange.—Performance Cars, Distributors for West London and Midlands, Great West Rd., Brentford, Middx. Ealing 8641. (N5041)

**COX'S MOTORS (LEICESTER), Ltd.**, have in stock all Fiat models, 600, 1100, 1400 and 1900 saloons; immediate delivery, any part exchange accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319-20035. (N1059)

## FORD

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (N3042)

**CONSULT** W. Harold Perry, Ltd., before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr, Zodiac saloons.

**W. HAROLD PERRY, Ltd.**, 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (N3042)

## EPSOM

**THE FARM GARAGE, Ltd.**

**FORD** main dealers

**TELEPHONE** Epsom 1456. (0065/R)

**GORDON CARS (LDN.), Ltd.**

**NEW** Ford Zephyr convertible, blue with blue leather upholstery, fitted heater, £991.7.6. (N1074/R)

**GORDON CARS (LDN.), Ltd.**, 26, North End Rd., Gidea Green, N.W.11. Speedwell 4701. (0974/R)

**ROWLAND SMITH'S** for Ford.

**IMMEDIATE** delivery Zodiacs. Prefect, Popular, etc.

**PART** exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

**ARTHUR E. GOULD, 280-2, Regent St., W.1.**

**FORD** main dealers and distributors for immediate delivery of Zephyr, Zodiac, Consul, etc. Tel. London 1584-5. (0102/R)

**RAYMOND WAY** the hire purchase specialists.

**FOR** your new Ford; delivery on payment of 4s. deposit; cars, motor cycles and 5-wheelers welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044. Open to 6 p.m. 6 days a week. (0776/R)

**DAENHAM MOTORS, Ltd.**, Ford main dealers

**56** Park Lane, W.1. Hyde Park 4666; 371, Ealing Rd., Alington, Middx. Perivale 5553; and 6, 8, and 12, Bangleby Rd., Catford, S.E.6. Higher Green 4321. (N1066)

**JOHN S. TRUSCOTT, Ltd.**, authorized Ford dealers.

**IMMEDIATE** delivery of most models.—173, Westbourne Grove, W.11. Bayswater 4274. (N4035)

**ALDIARD MOTORS, Ltd.**, Aere Lane, Brixton, S.W.2.

**MAIN** Ford distributors; consult us for delivery of all Ford models. Brixton 6431-2-3-4. (N3052)

**OVERSEAS** residents, enquiries Export Dept. Macaulay 3201. (0864/R)

**MAYFAIR** and West End Agents.—New models for immediate delivery.

**RIPCO, Ltd.**, 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2953-3-4. (N3052)

**MAYFAIR** and West End Agents; all new Ford models.

**DRIVE** and try yourself a 1956 Zephyr before taking delivery from.

**RIPCO, Ltd.**, 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2953-3-4. (N3052)

**BLISTAR GARAGES, Ltd.**, Rosemary Court, Park Rd., Regent's Park, N.W.1. Tel. 7454. (0987/R)

**FORD** Consul, Dorchester grey, heater, list price.—Blatchley Motors, Tel. Blatchley 2. (N1937)

**New** popular saloon, black, list from stock; terms.

**Excchange**—10, Winchester Mews, N.W.3. Pri. 6159. (N1066)

**KDM & CHERRINGTON, Ltd.**—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. (N3054/R)

**New** Consul saloon, blue with leather and heater, immediate delivery; list price.—Robbins, East Putney, Tel. 7881. (N3010)

**WEST LONDON MOTORS** offer you immediate delivery of Ford Consuls all facilities.—205-9, Fulham Palace Road, W.6. Fulham 0066. (N1949)

**IMMEDIATE** delivery, Consul, Zephyr, Zodiacs choice of 10, some at pre-Budget prices.—Sharwood Motors, 32 Uxbridge Rd., W.5. Ealing 1475. (0892)

**ANGLIA** de luxe, heater, immediate delivery.—Bowers Rd. Garage, Bowers Rd. (North Circular Rd.), N.11. Bowers Park 2294. (N1022)

## FORD

**F. H. PHACOON, Ltd.**, main Ford dealers.—Sales and service; coachbuilding, insurance.—219-221 Balham High Rd., S.W.17. Balham 1271 (10 lines). (0098/R)

**PHACOONS OF FOLKESTONE, Ltd.**, main Ford dealers.—Sales and Service; insurance. Showrooms: 150, Sandgate Rd., Works and office: 104, Ford Rd., Folkestone 51222 (3 lines). (0464/R)

**LIVERPOOL**—At pre-Budget price, new Consul Manual convertible Cotswold grey, red leather and heater; exchanges, terms.—Pearson's of Liverpool, Ltd., 3-7, Shaw St., Tel. North 1246. (N1935)

**CONSUL** convertible, black/beige, immediate delivery, cash or terms up to maximum period.—Wilson's Automobiles & Coachworks, Ltd., 54, Acre Lane, S.W.2. Brixton 4011. (N0485/R)

**NEW** Ford Consul convertible, Dorchester grey, red leather, immediate delivery; distance no object; £271/7 or exchange.—Smith and Landers, Ltd., Ormskirk, Tel. Ormskirk 329. (N1757)

**R. C. WIMBUSH, Ltd.**, Ford stockists, offer immediate delivery of the Zodiac, Zephyr and Consul saloons; part exchanges and h.p. facilities.—512, Earls Court Rd., London, S.W.5. Fennant 9401. (N4056)

## FRAZER NASH

**REQUESTS** for literature to the manufacturers.—Fraser Nash Cars, Isleworth, Middlesex. Hounslow 5011. (N2015)

## GORDON

**RAYMOND WAY**, OFFICIALLY appointed distributors for this new 5-wheeler for the counties of Middlesex, Essex, Beds, Suffolk, Kent, Surrey, North London district; trade enquiries invited from these areas; list price from £249/17, including 2-7-1, immediate delivery of all colours and models from 4s. deposit.

**RAYMOND WAY**, Kilburn Bridge, N.W.6. Maids Vale 6044. Open to 6 p.m. 6 days a week. (0994/R)

## HILLMAN

**NEWTONS OF WEMBLEY.**

**EXCLUSIVE** Routes retailers, for prompt delivery at Hillman models; demonstration cars available; part exchanges, confidential credit facilities; view the Gay Look range at:

**THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx** (opposite Wembley Town Hall) Arnold 5255 (4 lines). (0794/R)

**REGENT SERVICE GARAGE, Finchley**, authorised dealers.

**CONSULT** us for deliveries and exchanges.—291-295, Ballards Lane, North Finchley, N.15. Hillside 4011-4605. (N0795/R)

**HUSKY**, dual colours, immediate delivery.—Bowers Rd. Garage, Bowers Rd. (North Circular Rd.), N.11. Bowers Park 2294. (N1925)

**SMITH AUTO CO., Ltd.**, Area Dealers for Routes Group, offer immediate delivery of the Hillman range.—145, London Rd., Croydon. Croydon 2115 (7 lines). (0868/R)

**NEW** Mink de luxe, pre-Budget price, olive green, pearl grey, red upholstery, show model, fitted many extras.—Noel Bell, Ltd., Putney Vale, S.W.15. Putney 7851. (N1947)

**ALPHA MOTORS (CHARLTON), Ltd.**, for early delivery and complete after-sale service of all Hillman models.—Woolwich Rd., Charlton, S.E.7. Greenwich 1839. (0880/R)

**New** gay-look Hillman range for 1956 now in our showrooms; early delivery of de luxe saloons; estate car and bus.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (N3011)

## HUDSON

**WILLIAM ARNOLD, Ltd.**, Upper Brook St., Manchester, 13 distributors, County of Lancashire and part Cheshire, sales, spares. Tel. Ard. 4361-7. (0839/R)

**SPIKINS (TWICKENHAM), Ltd.**, the Hudson distributors, are now booking orders for early delivery of the new Hudson Rambler and other models.

**H. TWICKENHAM, Ltd.**, 83-101, Heath Rd., Twickenham, Middlesex. Tel. Pop. 1035-6-7-8. (0478/R)

## HUMBER

**NEWTONS OF WEMBLEY.**

**EXCLUSIVE** Routes retailers for prompt delivery Humber and Super Snipe, 1956 range on view at our showrooms; demonstration cars available; part exchanges, confidential credit facilities.

**THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx** (opposite Wembley Town Hall) Arnold 5255 (4 lines). (0792/R)

**SMITH MOTORS OF DULWICH** for Humber.—265, Rye Lane, S.E.15. New Cross 6767. (0843/R)

**IMMEDIATE** delivery, Humber Hawk and Super Snipe choice of colours; some at pre-Budget prices.

**R. S. MEAD (SALES), Ltd.**, Area Dealers, 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (N3011)

**CARRIS MOTORS, Ltd.**—Humber Hawk and Snipe, early delivery.—Lewisham Bridge, S.E.13. Lee Green 8585. (0720/R)

**HUMBER Hawk**—17 Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

**SMITH AUTO CO., Ltd.**, Area Dealers for Routes Group, offer early delivery of Super Snipe and Hawk saloon.—145, London Rd., Croydon. Croydon 2115 (3 lines). (0867/R)

**GORDON CARS (LONDON), Ltd.**, the specialist Humber dealers, place your order with confidence for reasonable delivery at both Hawk and Super Snipe models now available in stock; Super Snipe in Alpine mist with red upholstery.

**GORDON CARS (LONDON), Ltd.**, 26, North End Rd., Gidea Green (opp. Tube Station), N.W.11. Speedwell 2564 or 4701. (0973/R)

**NEW** and unregistered Humber Super Snipe saloon for immediate delivery offered at pre-Budget price of £1,395 s. service against the current list price, finished in grey with red leather upholstery; your present car taken in part exchange.

**J. LEE (LEIGHTON BUZZARD), Ltd.**, Lake St., Leighton Buzzard. Tel. 2179. (N1035)

## JAGUAR

**HENLYS, Ltd.**

**ENGLAND'S** largest Jaguar distributors.

**DEVONSHIRE House, Piccadilly, W.1.** (Hyde Park 9151)

**HENLYS, Ltd.**, 385, Euston Rd., N.W.1. (Euston 3441)

**MANCHESTER, 1-5, Peter St. (Blackfriars 7843.)** (0153/R)

**H. BEART & Co., Ltd.**

**JAGUAR** main dealers.

**WELCOME** enquiries and will be pleased to give full details of the superb range of Jaguar cars.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3548. (N1081)

**HALLS (FINCHLEY), Ltd.**

**AREA** dealers for Jaguar.—34k. VII type M saloons A and XK140 models available for inspection; part exchanges, h.p. terms.—885, High Rd., North Finchley (Tally Ho), N.12. (Hil. 1044.) (N1048)

**CHIPSTEAD MOTORS, Ltd.**

**BORG-WARNER** automatic gear box, Mark VII, grey.

**XK140** dropped head, black, for immediate delivery, pre-Budget price.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. (N1048)

**ROSE & YOUNG, Ltd.** offer:—

**NEW** Jaguar Mark VII at pre-Budget price.—65-69, St. John's Ave., Streatham Hill, S.W.2. (one minute from St. John's Station). Tulse Hill 6464. (N3057)

**ROWLAND SMITH'S** for Jaguar.

**PART** exchanges, confidential h.p. terms, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

**COOMBS & SONS (GUILDFORD), Ltd.**, for Jaguar sales and service.

**MAIN** agent for South West Surrey.—St. Catherine's Garage, Guildford GU20 7/9. (0344/R)

**SMITH MOTORS OF DULWICH** for Jaguar.—101, St. Harry Rd., S.E.22. New Cross 6611. (0942/R)

**KJ MOTORS, Ltd.**, N.W. Kent's leading Jaguar area dealers.—Bromley Rav. 3456. (0296/R)

**KDM & CHERRINGTON, Ltd.**—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. (N2054/R)

**SIDNEY MARCUS, Ltd.**—New Jaguars at pre-Budget prices, choice of models and colours.—33, Sloane St., S.W.1. Beagravia 5721. (N3006)

**XK140** Jaguar fixed head coupe, British racing green, fitted with overdrive; available immediately at old rate of purchase tax.

**MANN, ROBERTSON & Co., Ltd.**, 5, Prince of Wales Rd., Norwich. Tel. Norwich 20481. (N1016)

**NEW** Mark VII M with overdrive, battleship grey and grey leather, available immediate delivery.—Beardmore, 26, Queensway, W.2. Bayswater 0136. (N4015)

**R. P. POWELL MOTORS, Ltd.**, East London area dealers, enquiries invited for all Jaguar models.—521, Hornford Rd., Forest Gate, E.7. Maryland 4613. (0439/R)

**W. T. RICHARDS (BEXLEYHEATH), Ltd.**, Jaguar area dealers, early delivery Mark VII saloons; part exchanges.—74-76, Broadway, Bexleyheath, Tel. 1666. (0914/R)

**XK140** fixed head coupe, B.R. green and tan overdrive; list price; immediate delivery.

**Stanley Goodwin & Son, Ltd.**, Kidderminster, Tel. 2204-5. (N694)

**CLARKE & SIMPSON, Ltd.**, offer immediate delivery Jaguar Mark VII saloon, with automatic transmission at pre-Budget price.—49, Sloane Sq., S.W.1. Sloane 4721. (N1048)

**JAGUAR XK140**, fixed head coupe, fitted with overdrive, mist blue, pre-Budget price; £1,679/17/6.—Bells Service Garages, 444, London Rd., Kingston-on-Thames, Kingston 1165. (N1016)

**XK140** 2-seater B, racing green, tan leather, overdrive, immediate delivery from stock at pre-Budget price; £1,662/3/4.—Hoffmanns of Leicester, Ltd., 31, London Rd., Leicester. Tel. 65751. (N2087)

**HILLWOOD MOTORS** for Jaguars, most models for early delivery, one only series M saloon at pre-Budget price; your car taken in part exchange, easy h.p. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. (N664)

**CUT** your motoring costs by half with the all British, all purpose 4-wheeled utility, independent suspension, hydraulic brakes, 65mpg; £347/16 new; full particulars:—

**TWO STROKES, Ltd.**, Stanmore Hill, Middlesex. Tel. Grimsdyke 1166-7. (N1915)

## JOWETT

**JOWETT** ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. (N2035/R)

## KAISER

**KAISER** Sole Concessionaires for Great Britain; sales spares.—Steele Griffiths, London, S.E.5. (0309/R)

## LANCIA

**JOHN S. TRUSCOTT, Ltd.**, the oldest Lancia agents, DELIVERY of all models from stock, including one or two at pre-Budget prices.

**JOHN S. TRUSCOTT, Ltd.**, 173, Westbourne Grove, W.11. Bayswater 4274. (N4035)

**LANCIA**—For catalogues and details apply to Lancia (England), Ltd., Lancia Works, Aliperton, Wembley, Middx. Tel. Perivale 5656. (0889/R)

**JOE THOMPSON (MOTORS), Ltd.**, officially appointed retailers for the United Kingdom and distributors for Surrey, Middlesex and London.—91-95, Fulham Rd., S.W.3. Kensington 4858. (N4058)

## NEW CARS FOR SALE

## MERCEDES-BENZ

## LONDON.

**TAYLOR & CRAWLEY**, trade distributors (London postal area), and retail dealers for Lancashire and Cheshire, all models available; exchanges and terms.—42a, South Audley St. (entrance Adams Row), Mayfair, W.1. (Grosvenor 6681.) [N4031]

## LONDON.

**LEE CARS**, Ltd., official distributors for Mercedes-Benz, demonstrators available; early delivery of all models; terms and exchanges. Showrooms—163 Fulham Rd., Chelsea, S.W.3 Knightsbridge 4733. Service Dept.—60/62, Queenstown Rd., S.W.8 Macaulay 5363-4. [N5233/R]

## WELWYN SALES DEPOT, Ltd.

**HERTS**, Bucks and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2176. [0611/R]

**JOHN S. TRUSCOTT, Ltd.**, for Mercedes-Benz.

**IMMEDIATE** delivery of most types, including one or two at pre-Budget prices; demonstration cars are here for you to drive, including our new type 3000, with fully automatic transmission; this car surpasses all previous standards.  
**JOHN S. TRUSCOTT, Ltd.**, for Mercedes-Benz, 173, Westbourne Grove, W.1. Baywater 4274. [N4035]

**BURNS STATUE GARAGE**, Ayr 5350, main agents for Ayrshire.—Early delivery all models. [0481/R]

**WORKING MOTORS**, Distributors Surrey, Sussex.—Working Motors (Maybury Hill), Ltd., Working 4277-8. [N4057]

**NIXON'S GARAGE**, Newcastle, Staffs, 69154, offer one only 220 A Mercedes-Benz at pre-Budget price.—Nixon's Garage, Newcastle, Staffs, 69154. [N1514]

**DAVIES MOTORS, Ltd.**, official distributors, early delivery of all models.—275, London Rd., Staines, Tel. 4211-5. [N1090]

**NEW Mercedes-Benz** 190 saloon, grey, maroon interior, immediate delivery, pre-Budget price.—Robbins East Putney, Tel. 7891. [N5010]

**WILLIAM ARNOLD, Ltd.**, Upper Brook St., Manchester, 15, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 4361-7. [0265/R]

**MIDLAND Counties Distributors**, demonstrations of all models.—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham, Broadwell 1285/2700. [0176/R]

**GALT OF GLASGOW**, Distributors, offer immediate or early delivery according to model.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. [0894/R]

**NORFOLK**, Cambridgeshire and Suffolk distributors for Mercedes cars; demonstration cars in stock and available on application to G. G. Barnard & Sons, Ltd., Stormarket. [0891]

## MESSERSCHMITT

**PRIDE & CLARKE, Ltd.**, for Messerschmitt.

**SALOON** car motoring at less than 1d a mile; cruising speed 50mph; a joy to handle in traffic, easy to park; all models immediate delivery; cars, 3-wheelers or motor cycles taken part exchange; tax and insurance included in terms; brochure by return.—158, Stockwell Rd., S.W.9. Bri. 6251. [N3068]

**LOCKHART'S SERVICE DEPOT** for sales and service.—Chiltern Rd., Dunstable, Tel. 114. [0496/R]

**MANBELL & FISHER**—Sales, service.—See the new 6 de luxe models at 30, Cadogan Lane, S.W.1. 810 4732. [N3066]

**JOHNSON & BROWN** offer immediate delivery K.R.200 Messerschmitt.—268-270, High St., Bromley, Rye 6941. [N5073]

**COMERFORDS** for the new KR200 Messerschmitt; exchanges, terms; send for particulars.—Oxford House, Portsmouth Rd., Thames Ditton, Tel. Embury 5531 (6 lines). [6149]

## M.G.

## EPSOM.

**THE WOODCOTE MOTOR Co., Ltd.**

**M.G.** retail dealers.

**TELEPHONE** Epsom 1234 [0068/R]

**ROWLAND SMITH'S** for M.G.

**M.G.** Magnette on view.

**PART** exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

**WE** value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8641. [N5041]

**SMITH MOTORS OF DULWICH** for M.G.s.—285, Rye Lane, S.E.15 New Cross 9767. [0328/R]

**NEW M.G.** Magnette and MGA sports.—Vearncombe's Motors, Bristol Rd., Bridgewater, Tel. 2942. [9091]

**KDM & CHERRINGTON, Ltd.**—Delivery enquiries invited from 9, Albemarle St., W.1. [N2054/R]

**NEW** Magnette saloon from stock; terms, exchange; list.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri 6151. [N1068]

**M.G.** specialists, Toulmin Motors, 543, Staines Rd., Bounslow, Middlesex. Hounslow 5456 and 2238. [0102]

**HAMMERSMITH** and Chiswick.—M.G. official agents, early delivery, full service facilities.—Rogers Garages, 22, Chiswick High Rd., W.4. Chiswick 6790. [0102]

**FOR** immediate or early delivery all models contact Denham Service Station, Ltd., Denham, Bucks. Tel. Denham 2266. Part-exchanges welcomed. Finance terms arranged.

**IMMEDIATE** delivery new M.G. Magnette saloon; terms, exchange.—Oibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Lyndhurst 2275. [6769]

## M.G.

**MEBES & MEBES, Ltd.** (Est. 1895), offer almost immediate delivery of Magnette saloon, black; rotational delivery of M.G.A. 2-seater; full service facilities; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 5040. [N3012]

## MORGAN

**MORGAN** Plus-Four with TR2 engine.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

**TRADITIONALLY** yours, new and used Morgans from the distributor.—Ron McKenzie, 961, Chester Rd., Stretford, Manchester, Tel. Longford 2100. [0395]

**BASIL ROY, Ltd.**, Morgan distributors, full range on view; see and try Morgan fitted with TR2 engine.—161, Gt. Portland St., W.1. Langham 7733. [0510/R]

**MORGAN**—Leicester and Rutland County distributors, most models from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester, Tel. 6019/2023. [1059]

**MORGAN** Plus 4; prompt delivery of these cars, 1 spare for same; huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglas, Morgan Specialist, 1a, South Kaling Rd., Kaling, W.3. Eal. 0570. [0728/R]

## MORRIS

## EPSOM.

**THE WOODCOTE MOTOR Co., Ltd.**

**MORRIS** distributors.

**TEL.** Epsom 1234. [0659/R]

**ROWLAND SMITH'S** for Morris.

**IMMEDIATE** delivery Oxford and Isis saloons.

**PART** exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

**BROWN & MALLALIEU, Ltd.**, Church St., Blackpool, Morris distributors.

**OFFER** for immediate delivery, Morris Isis and Oxford Traveller's cars, Morris Cowley saloon, Tel. 42324. [0754]

**LYNE, FRANK & WAISTAFF, Ltd.**, Tottenham Lane, Crouch End, N.5 Mountview 4401, offer:—

**MORRIS** Cowley saloon available for early delivery; list price.—Belou. [N2058]

**MORRIS** Oxford saloon, available for early delivery; list price. [N2058]

**NEW** Morris Cowley saloon.—Vearncombe's Motors, Bristol Rd., Bridgewater, Tel. 2942. [9092]

**IMMEDIATE** delivery, Morris Oxford Traveller's car.—Arthur Gell, 6, St. Loya's, Bedford, Tel. 2319. [0124]

**KDM & CHERRINGTON, Ltd.**—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. [N2054/R]

**HERBERT & MILLS, Ltd.**, Morris agents for over 30 years, offer early delivery of all new models.—75, Great Portland St., W.1. Langham 3508-7. [N2086]

**MORRIS** Oxford and Morris Cowley, in full range of colours, for immediate delivery.—Jarvis & Sons, Ltd., Morden Rd., S.W.19. Liberty 6221. [N2043]

**NEW** Morris cars; immediate delivery from stock; most models; list price.—Roker Park Garages, Sunderland, Tel. 4996. [0825]

**OFFERED** for immediate delivery, subject to being unsold: Isis Traveller's car, sandy beige; £675, plus £350/17, purchase tax, ex works.

**COWLEY** saloon, black, £495, plus £348/17, purchase tax, ex works.

**TELEPHONE** Delington 2378, or write Charles G. B. Bulst, Ltd., Concliffe Rd., Darlington. [9156]

**WILSON'S AUTOMOBILES & COACHWORKS, Ltd.**, for earliest delivery of all models, including light commercials.—34, Acce Lane, Brixton, S.W.2. Brixton 4011. [N4085/R]

**MORRIS** Isis Traveller, Clarendon grey with red, immediate delivery at list price.—Bentley Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. [N1016]

**WEST LONDON MOTORS** can accept a few orders for Morris saloons for reasonable delivery, all facilities.—293-9, Fulham Palace Rd., W.6. Fulham 0068. [0150]

**FOR** immediate or early delivery all models contact Denham Service Station, Ltd., Denham, Bucks. Tel. Denham 2266. Part-exchanges welcomed. Finance terms arranged. [N1070]

**SMITH & HUNTER, Ltd.**, specialists.—Car and service agents, full facilities; available now, Morris Cowley; exchanges, deferred terms.—376-8, Kensington High St., W.14. Western 5312. [N4019]

**LANCASTER ENGINEERING Co., Ltd.**, officially appointed dealers Morris cars and vans; reasonable delivery.—39-43, Eden St., Kingston-on-Thames, Surrey, Tel. Kingston 5151-4. [0664/R]

**MEBES & MEBES, Ltd.** (Est. 1895), Morris specialists for past 50 years offer early delivery of most models including light commercials; part exchange and extended terms.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 5040. [N3012]

## NASH

**NASH** car spares and repairs through Nash Concessionaires, Ltd., only.—Nash & Co., Albany St., N.W.1. Euston 5558-9. [0562/R]

## OPEL

**LANCASHIRE** and Cheshire distributors for Opel sales, service and spares.

**GROSVENOR GARAGE**, Burnage Lane, Manchester, 19, Rus. 2974-5. [0199/H]

## PACKARD

**SOLE** Concessionaires, Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0750/S]

## PANHARD

**A REVELATION** in revolutionary motoring! Up to 45mph and 47mpg, 3 seat, flat floor, amazing acceleration, superior road holding, safety, comfort, appearance, overdrive; try the aerodynamic 450hp air-cooled 1.9 d. Dyna saloon, agency enquiries invited (Home Market, 9.5. Porcos sales)—Tarrant & Fraser, 10, Winchester Mews, London, N.W.3. Primrose 6159. [N4100]

## PEUGEOT

## TOM KNOWLES.

**TOM KNOWLES**, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0698/R]

**LOCKHART'S SERVICE DEPOT, Ltd.**, for immediate delivery.—Chiltern Rd., Dunstable, Tel. 114. [0561/R]

**G. K. BALLAMY**, Automobile Engineers, Alfred Place, Worthing, Tel. Worthing 5709. Peugeot distributors Sussex and South Coast. [1805]

**PANTILES SERVICE GARAGE, Ltd.**, Guildford Road, East Hants, North and East Sussex. Immediate delivery 203 and 403 models. [N8305]

**PEUGEOT** distributors, East Dorset, South Wilt and West Hants.—L.M.B. Motors 142, Mainesbury Park Rd., Bournemouth, Tel. Boscombe 33267. Immediate deliveries 403 and 203 models. [C5000]

**DISTRIBUTORS** PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent), 127, High St., Croydon, Tel. Cro. 7211/7217. [0391/R]

## PONTIAC

**PONTIAC**—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7735-6. Also at Pontiac Works, Fernbank Rd., Berke. [0950/R]

## PORSCHE

**EUROPEAN CARS, Ltd.**, Porsche retailers, offer 1500cc hard top model, early delivery; demonstration run can be arranged.—129-131, Old Brompton Rd., S.W.7. Fremantle 7724. [0926/R]

**SOLE** Porsche concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser-Nash Cars, Isleworth, Middlesex. Bounslow 0011. [N2015]

## RELIANT

**ROWLAND SMITH'S** for Reliant 3-wheelers

**IMMEDIATE** delivery; coupe model, choice of colour.

**PART** exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

## RENAULT

## RAYMOND WAY.

**FOR** your Renault 750cc saloon for immediate delivery on deposit.—Kilburn Bridge, N.W.6. Malda Vale 6044. Open to 8 p.m. 6 days a week. [0777/R]

**FRED GUY** for new Renaults, immediate delivery; terms and exchanges.—198, King St., W.6. River-side 5131. [0086/R]

**METROPOLIS GARAGES, Ltd.**, offer for immediate delivery the new Renault 750.—45, Earsic Court Rd., London, W.8. Western 4544. [0626]

**750cc** demonstrator at Rudds of Worthing; quick deliveries, specialised service; terms, exchange.—Adjacent Central Station, Worthing 7773/4. [0697/R]

**RENAULT** sales and service, immediate delivery of 750 de luxe saloons in all colours; h.p. arranged.—Witcher & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [0166/R]

**WILSON'S** can arrange demonstration on the amazing new clutchless Renault 750cc; before deciding to buy any car be sure to have a demonstration of this new method of driving.

**WILSON'S AUTOMOBILES AND COACHWORKS, Ltd.**, 1, Dorking Rd., Epsom. Epsom 5901. [N4085/R]

**DENHAM SERVICE STATION** (distributors for Bucks) for new Renault 750 and 2-litre models; demonstrations available.—Tel. Denham 2266. Part-exchanges welcomed. Finance terms arranged. [N1070]

**PERFORMANCE CARS, Ltd.**, stockist of the new Renault 750 saloon range and Amiral saloon; immediate or early delivery.—Gt. West Rd., Brentford, Middlesex. Ealing 8641. [N2041]

**COX'S MOTORS OF LEICESTER, Ltd.**, are proud to represent Renault in Leicestershire; models of the 750 and 2-litre Freigate in stock available for demonstration; generous part exchanges and terms.

**COX'S MOTORS**, Conduit St., Leicester. Tel. 60519. [N1059]

**AUTO SALES (LONDON), Ltd.**, North London distributors for Renault, can give early delivery of the 2-litre Freigate and 750 saloons, we give the best in sales and service.—59-65, Reims Rd., N.W.6. Tel. Mal. 5555. [0110/R]

## RILEY

## EPSOM.

**THE WOODCOTE MOTOR Co., Ltd.**

**RILEY** Retail Dealers.

**TELEPHONE** Epsom 1234. [0661/R]

**RILEY'S**—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. [N3018]

**KDM & CHERRINGTON, Ltd.**—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. [N2054/R]

**AREA** dealers for Riley cars; orders taken for a wonderful Pathfinder; early deliveries; part exchange, h.p. terms.—Montrose Motors, Wembley 2636. [0761/S]

**FOR** immediate or early delivery all models contact Denham Service Station, Ltd., Denham, Bucks. Tel. Denham 2266. Part-exchanges welcomed. Finance terms arranged. [N1070]



## NEW CARS FOR SALE

## ROLLS-ROYCE

**CAR MART, Ltd.**  
OFFICIAL retailers offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.  
**CAR MART, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212.  
**GLOUCESTER House**, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. (N1059/R)  
**ROBE, Ltd.** Northampton.  
OFFICIAL Rolls-Royce retailers.  
**SHOWROOMS** and service.  
**AREFAIR, Northampton.** Tel. 51692. (1520/R)  
**DAVID ROSENFELD, Ltd.**  
OFFICIAL Rolls-Royce and Bentley retailers.  
**SHOWROOMS** 39/42, Peter St., Manchester. 2. Deansgate 6571.  
**SERVICE Station:** Chetham Hill Rd., Manchester. 8 Tel. B1a 2302. (0561/R)  
**RIPPON BROS., Ltd.**, the largest Rolls-Royce and Bentley distributors of Silver White and Mark VI Bentley cars with special coachwork. Rolls-Royce specialists since 1905—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). (0249/R)

## ROVER

**HENLYS, England's leading Motor Agents.**  
**ROVER Distributors.**  
**DEVONSHIRE House**, Piccadilly, W.1. (Hyde Park Hall.)  
**HENLY House**, 385, Euston Rd., N.W.1. (Euston 4444.) (N154/R)  
**ROVER.**  
**ODON MOTORS, Ltd.**, Barnet, Herts. Tel. Barnet 1144. (N3028/R)  
**COOMBS & SONS (GUILDFORD), Ltd.**, for Rover sales and service.  
**MAIN agents for South-West Surrey.** St. Catherine's Garage, Guildford 62009-8. (0245/R)  
**BROWN & MALLALIEU, Ltd.**, Church St., Blackpool, official Rover dealer.  
**OFFER for immediate delivery, Rover 90 and 75 saloons.**—Tel. 23522. (8753)  
**DORNING MOTOR Co., Ltd.**, main dealers, Rover 90, 75 and 60—Dorling 2256. (N1086)  
**KJ MOTORS, Ltd.**, N.W. Kent's leading Rover area dealers, Bromley, Rav. 5456. (0287/R)  
**BEKHILL, F. Dodson, Ltd.**, Rover distributors, Savkville Garage, Middlesex Rd. Tel. 2383-3. (0631/R)  
**CHRYDON Main Agents.** Leathwood's Garage, Ltd., 203, St. James's Rd., Croydon, Tho. 1232. (0635/R)  
**KDM & CHERRINGTON, Ltd.**,—Delivery and enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. (N2054/R)  
**W. T. RICHARDS (BEXLEYHEATH), Ltd.**, Rover retail dealers, part exchanges—74-76, Broadway, Bexleyheath, Tel. 1666. (0912/R)  
**SURREY MOTORS, Ltd.**, High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. Vigilant 4444.  
**NORTHAMPTONSHIRE and North Bucks.—Grono, Ltd.**, Rover distributors and parts service.—Marefair, Northampton, Tel. 51692. (0001/R)  
**WATFORD and district.—Harris-Maves & Co.**, delivery enquiries invited, main dealers and district.—One of "Herts" Garage, Watford 4026. (0951/R)  
**H. A. FOX & Co., Ltd.**, appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models.—5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 8623. (0140/R)  
**ROSENFELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfeld, Ltd.**, 39-42, Peter St., Manchester. 2. Deansgate 6571. Service station: Chetham Hill Rd., Manchester. 8 Tel. B1a 2302. (0666/R)

## LAND-ROVER

**LAND-ROVER**, all models available.—Odeon Motors, Ltd. Rav. 1144. (N3036)  
**TRINITY CARS, Ltd.**, Rover agents, offer immediate delivery of Land-Rover 90s, painted—24, North Side, Wandsworth Common, S.W.16. Vandyeke 1166. (N4034)

## SIMCA

**H. C. PAUL, Ltd.**  
**SEE and try the new Simca Aronde:** orders accepted for immediate delivery.—3, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. (N3040)  
**MATFAR GARAGES, Ltd.**, accredited West-End Simca stockists, for your new 1956 Aronde. Kynes saloon, highest allowance for any make in part-exchange.—Balderton St. (opp. Selfridges clock), W.1. Mayfair 5104-5. (N3009)  
**SEVERAL low-mileage mod. 1955 ex-demonstration cars available.** a few new show-soiled 1955 Arondes also available on some the full 6 months' guarantee still applies.—Write Fiat (Romandi), Ltd., Water Rd., Wembley, Middx. or Tel. Farnvale 5651. (0665/R)

## SINGER

**GATEHOUSE offer:—**  
**EARLY delivery of Singers.—Gatehouse Motors, Ltd.**, Highgate Village, London, N.6. Tel. Mountview 4444. (N2021)  
**WE value cars in part exchange.—Performance Cars**, Brentford, Middx. Ealing 8841. (N3041)  
**SMITH MOTORS OF DULWICH for Singer.—101, Barry Rd., S.E.22.** New Cross 6611. (0943/R)  
**TRADE and retail agents, full range on show at the 100% Singer specialists.—Automotors, Ltd.**, Ferry Rd., Barnes, S.W.13. Riverside 5291. (0757/R)  
**IMMEDIATE delivery new Singer Hunter saloon** at pre-Budget price; terms, exchange, h.p. purchase—Singer (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. (8790)

## STANDARD

**GATEHOUSE offer:—**  
**EARLY delivery of Standards.** all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (N2021)  
**BURGE & INGLIS, Ltd.**  
**STANDARD Super 8, green, new, unregistered; immediate delivery.** part exchanges, cars and motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4869. (N4017)  
**HALLS (FINCHLEY), Ltd.**  
**STANDARD and Triumph area dealers; all models available for inspection; part exchanges, h.p. terms.—88, High Rd., North Finchley (Tally Ho), N.12. (Hil. 1044.) (6656)**  
**ROWLAND SMITH'S for Standard.**  
**IMMEDIATE delivery Vanguard, Super 8 and Super 10 saloons; "Good Companion" Estate car.** Part exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4016)  
**BERKELEY SQUARE HOUSE GARAGE.**  
**EXCLUSIVE Standard retail dealers.**  
**OFFER immediate or early delivery all Standard models, with service on the spot; day and night garage facilities.**  
**BERKELEY Sq., London, W.1. Grosvenor 4343. (0956/R)**  
**WHITES GARAGE, Ltd. OF GRIMSBY, offer**  
**EARLY delivery of Standard cars, all models; Standard distributors for 34 years.**  
**WHITES GARAGE, Ltd., Saint Mary's Gate, Grimsby, Tel. 5406. (0475/R)**  
**NEW Standard Vanguard Estate vehicle; immediate delivery.—Vintage Engineering, Market Deeping, Lincs. (7642)**  
**JOHN S. TRUSCOTT, Ltd., for Standard; immediate delivery.—173, Westbourne Grove, W.11. Baywater 4274. (N4035)**  
**STANDARD 10 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3016)**  
**SIDNEY MARCUS, Ltd., official Standard and Triumph agents.—All models for early delivery.—55, Sloane St., S.W.1. Belgrave 3721. (N3006)**  
**STANDARD 8, super 8 and 10hp, for immediate delivery.—D. J. Ashburn & Co. (Rusfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. (N4009)**  
**STANDARD 8 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3016)**  
**NEW Standard 10 de luxe, heater, blue/red, approximately £603.—Salmons Garages, Ltd., Temple Bar 3358. (N4029)**  
**STANDARD 4, 16 cwt pick-up truck, immediate delivery.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. (N3083)**  
**NEW Standard 8 super saloon from stock, pre-Budget list price; terms, exchange.—10, Winchester Mews, N.W.3. Fri. 1559. (0107)**  
**NEW 8's and 10's, immediate delivery, part exchange, hire purchase terms.—Kings Motors, 1, High St., Hounslow, Tel. 3532. (N2049)**  
**W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges.—74, 76, The Broadway, Bexleyheath, Tel. 1666. (0913/R)**  
**STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 105, Cricklewood Broadway, London, N.W.2. Gladstone 2480. (0431/R)**  
**CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Croydon 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. (0026/R)**  
**NEW CROSS CAR MART, Ltd., offer immediate delivery Standard 8 and 10s; part exchange and hire, purchase.—69-71, Lewisham Way, S.E.14. Tideway 2908. (N3084)**  
**IMMEDIATE delivery Standard 8 and 10, early delivery welcome. Other models, part exchanges welcome.—Kirkdale Cars, Kirkdale, Sydenham, London, S.E.26. Sydenham 6129. (N4068)**  
**EX-STOCK Super 8's and 10's; exchanges welcome. Hire purchase accounts settled.—Bennet's, 1, Clarendon Rd., Holland Park, W.11. Park 5066-7 (50 yards Holland Park Tube). (N1017)**  
**WILSONS.—Standard 10 Companion for immediate delivery; other models also in stock.—Wilson's Automobiles & Coachworks, Ltd., 33, Acre Lane, S.W.2. Brixton 4011; 1-5, Dorking Rd., Epsom 3901. (N4085/R)**  
**DUDLEY COBBOLD AUTOMOBILES for immediate delivery Super 10 saloons and early delivery Vanguard III family and Super 8 saloons.—226-10-15, The Broadway, Wimbledon, S.W.19. Cherrywood 3566-7. (0955/R)**  
**LANKESTER ENGINEERING Co., Ltd., 80-83, Victoria Rd., Surbiton; Standard & Triumph distributors in Surrey since 1911, offer immediate delivery, or on Phase II Vanguard saloon, pre-Budget price. £767/7s. (N4022)**  
**PHASE III saloon on view, demonstrations; exchanges and deferred terms.—Elmbridge 1184-5. (0402/R)**  
**TRINITY CARS, Ltd., Standard dealers, offer immediate delivery of Standard 8 family and de luxe saloons, also Ten Super saloons delivery; enquiries invited for all other models.—94, North Side, Wandsworth Common, S.W.16. Vandyeke 1166. (N4034)**  
**L. F. DOVE, Ltd., the Standard and Triumph main agents, have a full range of demonstration models available; part exchanges, hire purchase; order now for the spring.—69, The Broadway, Wimbledon, S.W.19. Liberty 5456. (N1077)**  
**BRITAIN and back overseas residents visiting Britain may buy new Standards without purchase tax for use in Britain and subsequent export; delivery airport or London. Immediate reply to inquiries.—Grimsby, Ltd., London S.E.2. England. (0457)**  
**HILLWOOD MOTORS for Standards, all models for immediate or early delivery, one only Phase 2 Vanguard estate car in stock, pre-Budget price; your car taken in part-exchange, easy h.p. terms.—565-571, Watford Way Mill Hill, N.W.7. Mill Hill 4232. (6643)**

## STUDEBAKER

**A LIMITED number of new 1955 Studebakers, 4-door saloon with right hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Henly House, 385, Euston Rd., N.W.1. Euston 4444. (0090/R)**  
**STUDEBAKER Commander de luxe, r.h.d., overdrive, free wheel, radio, subject to being unrolled, immediate delivery; other models early delivery.—Malcolm Motors, Ltd., Stockist Agents for Essex, Broadway, Leigh-on-Sea, Essex. Tel. Leigh-on-Sea 7620. (12650)**

## SUNBEAM

**GORDON CARS (LONDON), Ltd., offer for early delivery all Sunbeam models.**  
**GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opp. Tube Station), N.W.11. Speedwell 2564 or 4701. (0975/R)**  
**BARNET area.—Sunbeam main dealers.—Hadley Green Garages, Ltd., 203-4, High St., Barnet 0352. (0413)**  
**SUNBEAM Rapier and Mark III saloon available for early delivery.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead Tel. Maidenhead 3431-2. (N3011)**  
**SUNBEAM.—Smith Auto Co., Ltd., Area Dealers for Rootes Group, offer early delivery of Sunbeam models.—42, London Rd., Croydon. (Croydon 6155 lines). (0869/R)**

## TRIUMPH

**BURGE & INGLIS, Ltd.**  
**TRIUMPH TR3, green, fawn hood, new, unregistered; immediate delivery; part exchanges, cars and motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4869. (N4017)**  
**HALLS (FINCHLEY), Ltd.**  
**TR2's available for inspection; part exchanges, h.p. terms.—88, High Rd., North Finchley (Tally Ho), N.12. (Hil. 1044.) (6657)**  
**ROWLAND SMITH'S for Triumph.**  
**IMMEDIATE delivery TR2, choice of colours, with or without overdrive.**  
**PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4016)**  
**CHARLES RICKARDS, Ltd., offer:—**  
**IMMEDIATE delivery, Triumph TR2, green, only one left at pre-Budget price including P. Tax; £286; 10.56 Tube Stn., 5 mins. from Marble Arch). Paid 1620. (N3050)**  
**BERKELEY SQUARE HOUSE GARAGE, Ltd.**  
**EXCLUSIVE Triumph retail dealers.**  
**OFFER for immediate delivery all Triumph models, with service on the spot; day and night garage facilities.**  
**BERKELEY Sq., London, W.1. Grosvenor 4343. (0940/R)**  
**PRE-BUDGET TR2, basic, pearl white, red, nymide.**  
**PRE-BUDGET TR2 hard top, red and black, brown nymide, overdrive.**  
**HILLS, G3, Piccadilly, Manchester. Central 4311. (8635)**

**SMITH MOTORS OF DULWICH for Triumph.—101, Barry Rd., S.E.22. New Cross 6611. (0945/R)**  
**TR2 hard top, one only at pre-Budget price.—Nixon's Garage, Newcastle, Staffs. 69154. (9155)**  
**TR2.—We value cars in part exchange.—Farnham Road, Brentford, Middx. Ealing 8841. (N3041)**  
**TR2.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3016)**  
**TR2 specialists: immediate delivery; part exchanges; h.p.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. (N3083)**  
**IMMEDIATE delivery Triumph TR2; part exchanges welcome.—Kirkdale Cars, Kirkdale, Sydenham, London, S.E.26. Sydenham 6129. (N4068)**  
**WILSONS AUTOMOBILES & COACHWORKS, Ltd., for earliest delivery of all models.—34, Acre Lane, Brixton, S.W.2. Brixton 4011. (N4085/R)**  
**CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Croydon 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. (0495/R)**  
**HILLWOOD MOTORS for Triumphs, TR2, for immediate delivery; your car taken in part exchange, easy h.p. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. (6643)**  
**TR2 green, immediate delivery; one only at pre-Budget price.—Litherland Motors (Liverpool), Ltd., Tel. Waterloo 2494-5 (5970 after hours). (9105)**  
**STANDARD & TRIUMPH (distributors in Surrey since 1911), immediate delivery TR2 models, choice of colour; demonstration available.—Lankaster Engineering Co., Ltd., 80-83, Victoria Rd., Surbiton, Tel. Elmbridge 1184-5. (0402/R)**

**L. F. DOVE, Ltd., the London TR2 centre.—Buy your TR2 from the first specialist centre; sales, service, spares; choice of specification and colour for quick delivery; part exchange, hire purchase.—Send for details of Hard Top Conversions to 69, Broadway, Wimbledon, S.W.19. Liberty 5456. (N1077)**  
**VAUXHALL**  
**VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—4-6, Berkeley Sq., W.1. Grosvenor 4328. (0019/R)**  
**PARTS and service: Western Ave. W.3. Acorn 4941. (0019/R)**  
**KITH & BOYLE (Ldn.), Ltd., Terminal House, 80, Abchurch Lane, S.W.9 (close to Oval Underground). VAUXHALL main dealers, spares and service, Tel. Reliance 4211 (extension 10 or 19). (0808/R)**  
**KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley, Rav. 5456. (0621/R)**

## NEW CARS FOR SALE

## VAUXHALL

**KENTISH & THOMPSON, Ltd.**, authorised dealers: favourable deliveries all models—304-6, Wickham Rd., Shirley, Croydon. Spring Park 3477. [N2047]

**VAUXHALL—L. F. Dove, Ltd.**, area dealers for Woking and early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078]

**TELEPHONE your nearest Mansfield's branch** for delivery date of any new Vauxhall model.—Eastbourne 3003, Lewes 48, Worthing 8467, Hove 4086, Crowborough 48. Or write to Head Office, 17, Cornfield Rd., Eastbourne. [N1617/R]

## VOLKSWAGEN

**C COLBORNE GARAGE, Ltd.**, Ripley, Surrey.

**BUY your new Volkswagen from the Volkswagen Centre**

**ORIGINAL U.K. specialists** and leading distributors: demonstration vehicles available, including the commercial and utility range.—Tel. Ripley 2361. [N1017/R]

**SUSSEX distributors—Frestwich (Eve), Ltd.**, St. John's Rd., Hove. Tel. 54037-8. [N1030/R]

**IMMEDIATE delivery of luxé saloon, green, Johnson & Brown, 268-270, High St., Bromley, Kent** Ravensbourne 8841-2. [N1073]

**SOUTH Yorkshire and North Derbyshire—Distributors, J. Gilder & Co., Ltd.**, Cambridge St., Sheffield 1. Tel. 26358/9. Complete facilities. [N1028/R]

**EUROPEAN CARS, Ltd.**, distributors for London Western districts: early delivery, demonstrations, exchanges, terms, also vans, pick-ups and buses. [N1028/R]

**129—131, Old Brompton Rd., S.W.7.** Frs. 7722. [N1030/R]

**CROYDON—H. Harmer Car Sales, Ltd.**, Area dealers, 44-46, Brigston Rd. South Croydon. Croydon 6225. Upduns 6623. [N1027/R]

**DAVIES MOTORS, Ltd.**, official distributors: demonstration cars available; latest models on display; full service and spares facilities. [N1030/R]

**PRIDE & CLARKE, Ltd.**, South London distributors.—Exchange your car for the latest Volkswagen, terms.—Stockwell Rd., S.W.9. Brixton 6251. [N1030/R]

**WILLIAM ARNOLD, Ltd.**, Upper Brook St., Manchester, 15, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 4361-7. [N1019/R]

**PRIDE & CLARKE, Ltd.**, South London distributors: immediate or early delivery all models; service factory trained and equipped mechanics; comprehensive spares; exchanges welcomed; terms.—Stockwell Rd., S.W.9. Brixton 6251. [N1030/R]

## VOLKSWAGEN

**V & F MONACO MOTORS** for Volkswagen; buy your new Volkswagen from the firm which has concentrated on the V.W. for the last five years; also specialised repair services.

**V & F MONACO MOTORS, 6, Astwood Mews, Courtfield Rd., S.W.7** (near Gloucester Road station). Frenham 4414. [N051/R]

**OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life: exchanges, terms, demonstrations with pleasure; also pick-ups, buses, vans, completely new saloons in transport economy, double the distance at half the cost.—Details—**

**BENMOTORS, 1, Clarendon Rd., London, W.11.** (50 yds. Holland Park Tube). Park 5068. [N1017]

## WILLYS

**WILLYS (Cars and Jeeps), Sole Concessionaires—Steele Griffiths, London, S.E.5.** [N0812/R]

## WOLSELEY

**EW EUSTACE WATKINS, Ltd.**, sole London distributors: early delivery 4/44 models, 6/90 on view, part exchange and hire purchase facilities. [N1046]

**12, Chelsea Manor St., S.W.3** (Mayfair 5951.) [N1046]

**THE WOODCOTE MOTOR Co., Ltd.**

**WOLSELEY distributors.**

**TELEPHONE Epsom 1234.** [N0680/R]

**H BEART & Co., Ltd.**

**WOLSELEY distributors.**

**WELCOME enquiries and will be pleased to demonstrate the superb new Wolseley 6/90 and 4/44 saloon: hire purchase facilities; part exchange—101, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [N1081]**

**ROWLAND SMITH'S** for Wolseley.

**4/44 saloon on view, 6/90 saloon available shortly**

**PART exchanges: confidential h.p. terms; open 9-7** weekdays and Saturdays.—Rowland Smith, Hamstead (Tube), N.W.3. Hamstead 6041. [N1018/R]

**LYNE, FRANK & WAGSTAFF, Ltd.**, Tottenham Lane, Croydon 44, N. Mountview 4401, offer—

**WOLSELEY 4/44, green; available early delivery** list price. [N1055/R]

## WOLSELEY

**CHARLES RICKARDS, Ltd., offer:—**

**IMMEDIATE delivery, new Wolseley 6/90 saloon in green; list price, incl. P. Tax, £1,128/7; also 4/44 saloon.**

**56, Bayswater Rd., W.2** (next door Lancaster Arch). Pad. Tube Stn., 5 mins. from Marble Arch. Pad. 1620. [N1030/R]

**DORKING MOTOR Co., Ltd.—Order now for early delivery 4/44 and 6/90 models.—Dorking 2286. [N1058/R]**

**KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5531. [N1054/R]**

**FOR early delivery of all models contact Denham Service Station, Ltd., Oxford Road, Denham, Bucks, Denham 2366. [N1070/R]**

**C. W. J. COLES, Ltd., official agents, offer early delivery of Wolseley 4/44: orders taken for 6/90 model.—18, Blunt Rd., South Croydon, Croydon 0773/5. [N1046/R]**

**IMMEDIATE delivery new Wolseley 4/44 saloon, terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Hichcliffe 2275. [N1071/R]**

**MELLES & MEES, Ltd. (Est. 1893), Wolseley specialists for past 30 years offer early delivery of 4/44 and 6/90 models; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. 2500. [N1012/R]**

**R. C. WIMBUSH, Ltd., Wolseley stockists, offer early delivery of the 6/90 saloon; immediate delivery for the 4/44; part exchange and h.p. facilities.—312, Earia Court Rd., London, S.W.5. Frenham 5401. [N1056/R]**

## MISCELLANEOUS CARS

**ALL particulars of the new Number, Hillman and Sunbeam-Talbot cars are available from the distributors, R. D. D. Devonshire House, Piccadilly, W.1. Grosvenor 3401. [N1012/R]**

**MARSTON MOTOR Co., Ltd.**, for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover: full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write—Marston Motor Co., Ltd., Sta. 8000. [N1078/R]

## NEW COMMERCIAL VEHICLES

**AUSTIN 1-ton van from stock, exchanges—Hillier Motors, Ltd., Forest Hill 9552. [N1059/R]**

**AUSTIN 1-ton van for immediate delivery—D. J. Shepherd & Co. (Kens.) Ltd., 436, Herford Rd. Epsom, Epsom 1641. [N1049/R]**

**IMMEDIATE delivery of the following new Austin 1-ton van new Morris J-type 10cwt van, new Standard 10 cwt Pick-up; pre-Budget price—Robbins East Putney, Tel. 7981. [N1010/R]**

## MISCELLANEOUS ADVERTISEMENTS

## CARS FOR HIRE

## A SYNCHRO

**1955 Vauxhall Velox or the new Austin A50, self drive, with choice of rates, costs from 6s per week; cheap off-season and winter rates; A.A., R.A.C., radio, heater, Continental touring, special facilities for overseas visitors.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. Cables: Synchro, London. [N036/R]**

**IVOR HILL, Ltd.**

**NEW A40 Cambridge saloons for hire; reasonable terms.—Revelstone Rd., S.W.19. Wim. 5686. [N036/R]**

**NEW Vauxhall Dormobiles for weekly hire.**

**MAYDAY MOTORS, Ltd., Mayday Rd., Croydon, Thornton Heath 3472-3-5. [N079/R]**

**MANCHESTER—Drive yourself 1954-1955 Vauxhalls; overseas visitors catered for; SUREFLEET, delivery anywhere in England; free.**

**SUREFLEET, £10 per week, no mileage charge**

**SUREFLEET, 47, Upper Choriton Rd., Manchester, 18, Tel. Moss Side 1537. [N064/R]**

**SMITH & HUNTER for self-drive; inclusive winter rates.—376, Kensington High St., W.14. Wes 147. [N058/R]**

**FOREST HILL 2432—Self-drive and chauffeur-driven.—Moore Park Garage, 110 Woodvale, S.E.23. [N079/R]**

**LONDON'S lowest rates.—The private car chauffeur-driven hire service.—Loutas (Vic. 7771-2), Dolphin Sq., S.W.1. [N046/R]**

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**SATISFACTION** assured or money refunded under full guarantee; many unsolicited testimonials; thousands sold and exported all over the world; save by purchasing direct.  
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**VETERAN** beaded-edge tyres, new or used.—Wolham & Burton Hill Rd., Surbiton, Elmbridge 1875. [M4070/R]  
**PRIDE & CLARKE**, Ltd.—Tyre bargains, cash or easy terms, stations by rail; state sizes required.—Stockwell Rd., S.W.5. Brixton 6251. [M3069/R]

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## BUSINESS &amp; PROPERTY, SITUATIONS, BOOKS

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**GOOD** motor business wanted privately, nice country district preferred; must show fair living and good reasonable home.—Box 8319. [M2078]  
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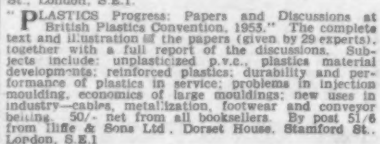
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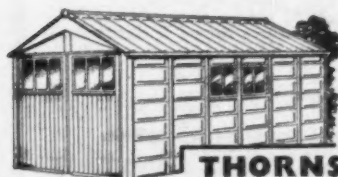
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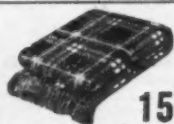
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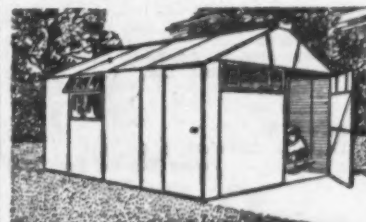
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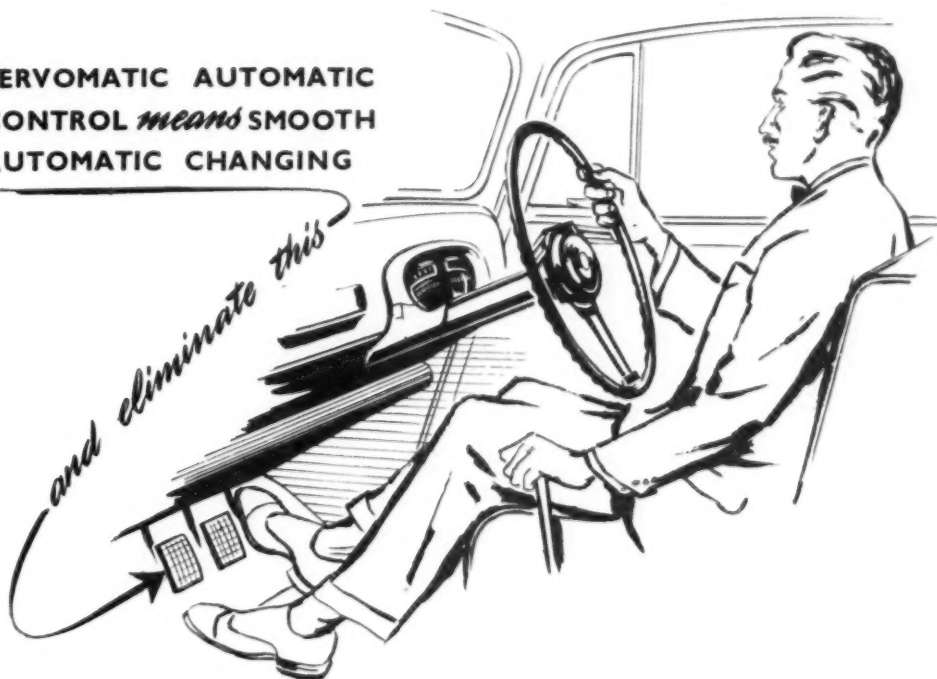
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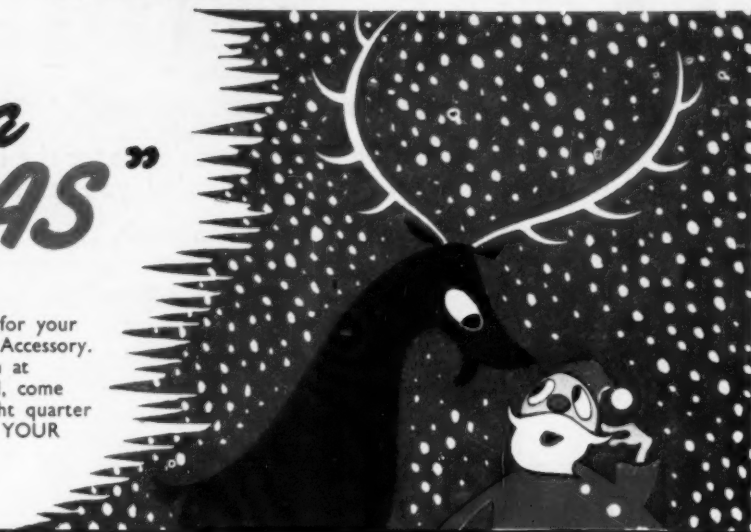
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